

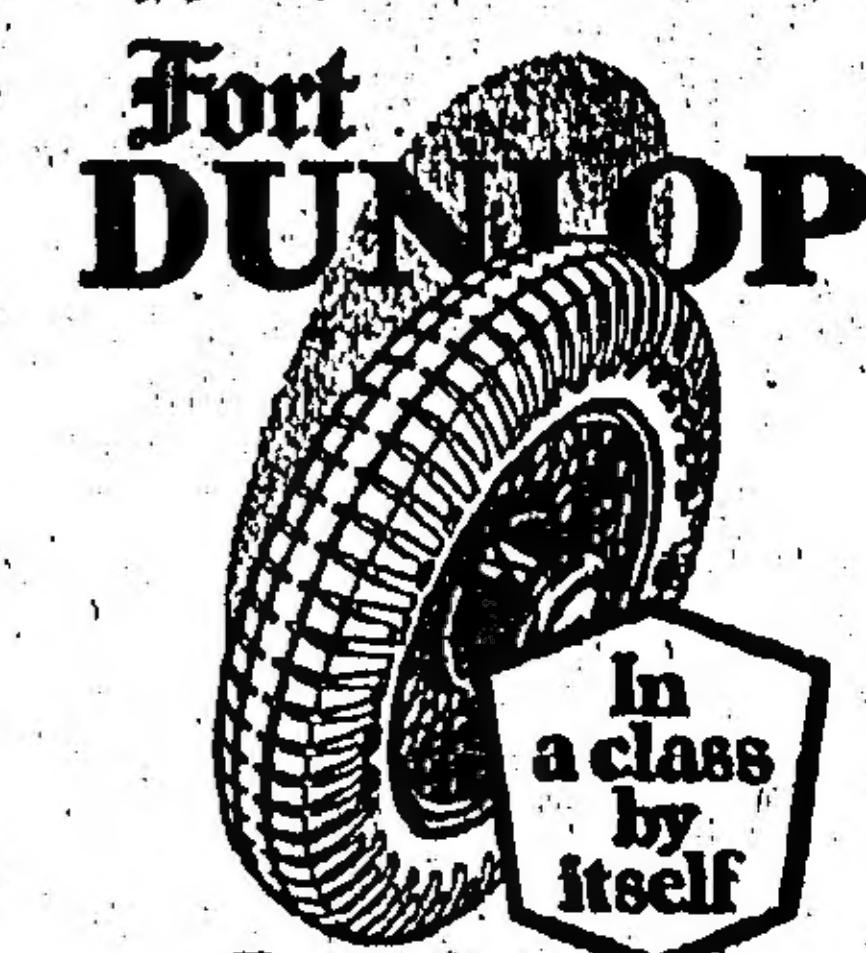


China Mail

ESTABLISHED 1845.

Library, Supreme Court

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 5/16.



No. 27,976 HONG KONG, THURSDAY, DECEMBER 10, 1931. PRICE \$3.00 Per Month.

VOTE OF CENSURE

LABOUR RATES GOVERNMENT.

SPIRITED REPLY

WHAT GOVERNMENT HAS DONE.

Rugby, Yesterday. The Labour vote of censure, regretting failure on the part of Government to deal with the problems of currency and exchange, and the development of international trade, to produce plans for unemployment and high rents, was moved in the House of Commons to-night by Sir Stafford Cripps who said the return of the National Government to power had not restored confidence. There was continued uncertainty because, apparently, Government had no cure other than to tinker with the problem which was an international one. He advocated barter through import and export boards pending the exploration of the currency situation. He accused Government of failing to provide for distress in the coming Winter due to unemployment and economic cuts.

Premier Meets Charge.

The Prime Minister, replying to the declaration of Government's intentions, with regard to currency stabilisation, while the present uncertain conditions prevailed, would be far from serving the purpose of restoring confidence. He drew attention to the international causes of the difficulties with which Britain was faced. British trade was suffering because of world poverty. The only enlightened policy was to seek to increase the volume of world trade, and that Government would continue to do. He regretted the delay in bringing the nations into a conference on these problems, but he was sure the experts now sitting at Basle were fully aware of the urgency of their task and would prepare their report with expedition. Immediately thereafter a conference of Governments should be held and, in the British Government's view, that conference should approach its work in a spirit of realism examining as a whole the facts and aiming at an agreement which would not merely tide over the difficulties temporarily, but set the whole world, now in a grad-

OCCASIONAL RAIN.

The Royal Observatory's report issued this morning states: The anticyclone is central near Pekin.

The depression has passed to the East of Japan.

Forecast: — N. E. winds, moderate; generally overcast; occasional rain.

Rainfall. Rainfall for 24 hours ended at 10 a.m. to-day 0.16 inch. Total since January 1, 79.67 inches against an average of 82.32 inches — deficit 2.66 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	66
Macau	68
Pratas Island	72
Foochow	68
Amoy	65
Chefoo	84
Shanghai	47
Manila	74

BURMA ROUND TABLE.

Membership and Life of Lower House.

ABOLISH OFFICIAL BLOC.

Rugby, Yesterday. The Burma Round Table Conference in Committee to-day began consideration of the constitution of the Lower House.

Maung Ba Pe, and other speakers, favoured an increase of the present membership of 103 to 250 as was suggested by Lord Winterbottom as a compromise. The life of the House, it was decided, should be five years.

Sir Oscar de Glanville, Leader of the Independent Party, was in favour of the abolition of the Official Bloc, and with this view there was general agreement. The Committee stands adjourned until to-morrow.—British Wireless Service.

GERMAN BANK'S RATE REDUCED

Berlin, Yesterday. The Reichsbank's discount rate has been lowered from eight to seven per cent.—Reuter.

Only increasing economic social and political disintegration, on a footing of hopeful effort and endeavour. This could be done only by the consciousness on the part of all nations that whatever their own circumstances, their own continuing prosperity depended on the prosperity and tranquillity of the whole world. It was in that spirit that the British Government would enter the conference.

Government's Achievements.

Mr. Ramsay MacDonald claimed that Government had been remarkably swift in action. It had made an essential contribution to the country's problems by balancing the budget. Also it had dealt with abnormal importations, which were imposing a heavy burden on sterling exchange, and it had pursued a policy of maintaining the domestic value of sterling.

Unfair Raising of Rents.

Referring to rents, the Premier said Government had some evidence of unfair raising of rents, and he forecast legislation which would give protection in these cases. Government, he said, had been given a mandate to seek to revive world trade and to secure Britain's trade share in it using every resource at hand, and that mandate Government was carrying out.

The debate continues.—British Wireless Service.

Premier on Sterling Stabilisation.

London, Yesterday. In the House of Commons to-day, Mr. Ramsay MacDonald, in reply to the Labour vote of censure, announced that Government declined to make a declaration now that it was not going to base sterling again on gold, or fix the value of sterling either as controlled or as a gold basis currency. It would be madness and folly, he said, to declare now what sterling value may be permanently in view of the conditions affecting sterling, and without a settlement of the international circumstances controlling the value of sterling.—Reuter.

Tariffists' Onslaught.

London, Yesterday.

Witnesses from the Constitutional Club, Bedford Park Gardens, said that Stafford played an excellent game of snooker just before he left, and was sober.

The ISOLATED INCIDENT.

COMMISSION OF ENQUIRY.

Following is the text of the draft resolution read to the Council this afternoon:

(1) "Council re-affirms the resolution passed unanimously by it on September 30, 1931, whereby the two parties declare they are solemnly bound by it. Therefore, the Council calls on the Chinese and Japanese Governments to take all steps necessary to assure its execution, and despatch an S.O.S. so that the withdrawal of the Japanese troops within the railway zone may be effected as speedily as possible."

(2) "Considering that events have assumed an even more serious aspect since the Council meeting on October 24, the Council notes that the two parties undertake to adopt all measures necessary to avoid any further aggravation of the situation."

(3) "The Council invites the two parties to continue to keep the Council informed regarding developments of the situation."

(4) "The Council invites other members of the Council to furnish the Council with any information received from their representatives on the spot."

Motorist's Surprise Meeting With His Wife.

When Lancelot Henry Graham Stafford, aged 47, insurance official, Barnmead Road, Beckenham, was charged at Bromley (Kent) with being under the influence of drink while driving a car in Beckenham Road, and with dangerous driving, it was stated that his car collided with a bus 100 yards from his home.

The bus had stopped to allow a passenger to alight. The passenger was Mrs. Stafford.

"It comes to this," said Mr. Laurence Vine (defending), "that if Mr. Stafford's wife had not been a passenger in that bus there would have been no collision, and he would have gone straight home in safety without any accident."

Snooker at a Club.

Stafford said that he was at a funeral, and on the way home called at a club.

Witnesses from the Constitutional Club, Bedford Park Gardens, said that Stafford played an excellent game of snooker just before he left, and was sober.

Mr. Ramsay MacDonald's Statement.

The Chairman (Alderman James) said there would be conviction on the charge of drunkenness, but they regarded the incident as an isolated one in Mr. Stafford's life, and as due to a combination of circumstances that would probably never again arise. He would be fined £20, and, in view of the exceptional circumstances, he would be disqualified for driving for only three months, instead of 12. The charge of dangerous driving was withdrawn.

SINO-JAPANESE REPRESENTATION.

A vote will be taken on the resolution to-morrow (Thursday).

Tokyo, Yesterday. It is understood that Government is instructing Mr. Yoshihara to accept the League's resolution in toto as the latest dispatches from Paris show that to which Japan objected has been deleted.—Reuter.

Japanese Regime Air Raids.

The Japanese have resumed air raids in Manchuria, according to Marshal Chang Hsueh-liang's headquarters. It is stated that eight Japanese planes this morning dropped twenty-one bombs on Chung Chin-tun village south-east of Tawa, also seven bombs on Tawa which they also machine-gunned. These places are situated on the Kao-Pangtze-New Chwang Railway.

First two, then three Japanese planes also circled over Chin-chow just clearing the house-tops but no bombs were dropped there.—Reuter.

NEWS TABLOIDS.

According to a message from Marshal Chang Hsueh-liang, Japanese resumed air raids yesterday. Bombs were dropped on certain villages, and planes circled over Chin-chow but did not bomb the latter city.

Nine months hard labour was the sentence passed, this morning, on a bag-snatcher who failed, yesterday afternoon, to get clear away after snatching a hand-bag away from Miss Hyndman in Queen's Road Central.

Burmese delegates favour increasing from 103 to 250 the membership of their proposed Lower House under the Burma Constitution, and fixing its life as only five years. General agreement was also expressed with the view that the Official Bloc should be abolished.

British Air Record Attempt.

In order to set up a new long-distance non-stop world record by an aeroplane, a Fairey long-range monoplane is being got ready for a flight from Cramwell aerodrome to Cape Town, a distance of 5,990 miles. The present record established by two American airmen is 6,017 miles, New York to Constantinople.

(7) "Between now and its next ordinary session, which is to be held on January 25, 1932, the Council, which remains seized of the matter, invited the President to follow up the question and summon it afresh if necessary."

British Industries Fair.

At the Fair, which opens at Birmingham in February, a practical demonstration in road-making will be given.

Labour's Vote of Censure.

Labour's vote of censure was moved, in the House of Commons, yesterday, by Sir Stafford Cripps, former Solicitor General.

Manchurian Customs Revenues.

An allegation is made that through the Mukden Government Japan is seeking to possess herself of these revenues. The matter has been referred to the League Council.

Safety of British Nationals In China.

Sir John Simon has expressed himself as fully satisfied that British lives and property in China, especially at Tientsin and Peking, can be safeguarded.

Death of Former Italian Premier.

The death of Signor Salandra is announced. He was the Italian Premier on the outbreak of the Great War, and was one of the men who put up opposition to Mussolini on the latter's rise to power.

Salisbury questioned its practicality.

The Reichsbank's discount rate has been lowered to 7 per cent. from 8 per cent.

The Lords, yesterday, continued their debate on India.

Lord Brentford considered Government's scheme as ill-digested, while Lord

H.K. CURRENCY REPORT.

No Decision Yet Taken.

COMMONS' REPLY.

London, Yesterday. Replying to a question in the House of Commons to-day, whether it was intended to take action on the recommendations of the Hong Kong Commission, Mr. Castle Stewart said no decision had yet been taken, and pointed out that the report had only recently been published.—Reuter.

BAG-SNATCHER GETS NINE MONTHS.

A Chinese, who snatched a handbag, containing \$40 in money and other articles, from Miss Stella Hyndman, of 38 Leighton Hill Road, was, at the Central Police Station this morning, sentenced to nine months' hard labour. He pleaded guilty. Miss Hyndman was walking along Queen's Road Central yesterday afternoon, when near the St. Francis Hotel building, she felt her handbag snatched. She raised an alarm, and the thief bolted. He was chased by a European, who, tripping up the thief, managed to secure him.

NEW CONSTITUTION FOR SPAIN.

Madrid, Yesterday. The Cortes has unanimously voted a new Constitution.—Reuter.

OVERNIGHT CABLES SUMMARISED.

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A SAFE ROAD

WATERLOO ROAD IMPROVEMENT.

NULLAH FILLED IN

SOURCE OF DANGER REMOVED.

The great danger which has imperilled motorists in Waterloo Road, near its intersection with Nathan Road, and where a nullah borders the road near the Dogs' Home, will soon become a thing of the past, for that part of the nullah along Waterloo Road, extending from opposite the Kowloon Mortuary, for about fifty yards past Tung Fong Street, has been filled in by Government. This change will be greatly welcomed by motorists and the public in general, as the road has been widened considerably.

The recent work recalls to mind a terrible motor accident which occurred on March 23 last, and which was directly the reason for the work to make safer this portion of the road. Shortly before midnight on March 23, it will be remembered, a Student touring car, driven by Mr. S. Ashworth, Assistant Government Surveyor, failed to negotiate the corner near the Dogs' Home, and capsized into the nullah.

Mr. Ashworth was accompanied by his wife. They were proceeding towards Nathan Road along Waterloo Road, and for some unknown reason crashed into the iron railings on the edge of the nullah. The impact was so great that the railings were damaged for a distance of 22 yards.

Both Mr. and Mrs. Ashworth were removed to the Kowloon Hospital suffering from severe shock and other injuries. The car was extensively damaged, the coachwork, for the most part, being smashed.

Arising out of the accident, questions regarding the apparent danger of the corner were asked by the Hon. Mr. J. P. Braga in the Legislative Council, and the replies have borne good fruit.

STOP PRESS

Shanghai, To-day.

General Chang Chun, Mayor of Shanghai, and a number of Chinese Municipal employees are virtually prisoners of a mob of

MOTORISTS THIS IS YOUR PAGE

MOTOR-CARS AND CRIME.

A Disquieting Problem.

Those of us who assisted to develop the motor-car from a noisy and unreliable toy into universal transport failed to realize the glee with which the underworld would adopt the new locomotion and the acute problems which it was to create for the police forces of the world. The professional criminal has snatched a new lease of life with the aid of the motor-car, and has been able to fend off the ascendancy which scientific police methods were fast establishing over him.

There was a time when an innocent Home Office imagined that a system of registration and number-plates would checkmate the dishonest motorist. They ought to have been disillusioned at the very outset when a mischievous journalist, perceiving the meshes in the Government net, announced that he had driven his car scathless for three months with a licence-holder containing the label soaked off a bottle of stout. The Home Office was shocked, but it did not perceive the red lamp. To-day everybody knows that the registration-book is an expensive nuisance and does no practical service to anybody. It occasionally assists the buyer of a second-hand car to discover its precise age; but he can always obtain this more accurately by sending the chassis numbers to the factory. The criminal scours the whole of this cautionary organisation. If a man is going to burgle a bank, or snatch a cashier's bag, or smash and grab a jeweller's shop, minor offences do not worry him. He will perhaps equip a car with reversible number-plates. The crime will be committed with car XXXX42, and as soon as the wires are singing with that number the plates will be swung over, and car YYY124 will pass innocently through the cordon with which the police have surrounded the area. It is even possible to camouflage a car, so that its appearance can be substantially changed in a very few minutes. But such complications are hardly necessary in these mass-production days, when any of a dozen factories may turn out in one week as many as 100 cars, each of which is an exact duplicate of the others, except for numbers stamped on inaccessible portions of the mechanism.

Safety Measures in London.
Recent developments in the London area have rendered motor crimes extremely dangerous to their perpetrators, though the cost of the

safety measures has been enormous. In the first place, an adequate force of very fast police cars must be maintained over the whole area. Secondly, elaborate communications are needed to concentrate the speed patrols at the briefest imaginable notice in any locality where a crime is reported. Thirdly, a network of foot patrols must cover the whole area, in order to set the speed patrols in action by means of the lightning communication system. But this development naturally creates reactions. London is not the only part of England where rich booty awaits the daring thief. As motor burglaries are made more and more risky in the Metropolis, the expert thief shifts his attention to the provinces; and the inevitable corollary is the building up of a similar system of safeguards in the other

of quite a small parcel of very costly rings. They were carried off in a mass-production car, completely indistinguishable from hundreds of sister vehicles.

Within a mile of the scene of the theft, this small parcel was transferred to another mass-production car of a different make; and at some unknown distance farther along the thief's ultimate route, the spolies were handed over to yet a third car, equally indistinguishable. Two of the three cars are supposed to have been stolen, and the third very possibly bore an imaginary or reversible number.

The Police's Main Difficulty.
It is very greatly to the credit of the police that they already control so difficult a position in all its major aspects. If they were allowed to defend themselves against criticism they would probably claim

to know that a gang of dangerous

thieves are racing into London by



THE MODERN "SHIP OF THE DESERT"

Automobiles are rapidly displacing camels and Arab horses in the desert. Buicks are helping to carry the desert mail as well as furnish fast transportation for the Arab sheiks. Note the plumed radiator cap and the old and new Arabic numerals on the license plate.

cities. The provinces furnish no such acute problem for the police. A provincial city admits of closer shepherding; its residents are more stable. If the depredators come from afar, the number of roads which need watching after a raid are fewer, and the night traffic along the main national roads is easier to supervise. But at the moment the nation is unquestionably faced with a situation which will multiply its expenditure on police by very substantial sums, and may ultimately compel us to adopt completely novel methods of road supervision. It is alleged that in a recent smash-and-grab raid the valuable booty consisted

that sooner or later they lay all the leaders of the new crime by the heels, and that their main trouble is that anybody can join the ranks of their enemies at brief notice, so that they are perpetually hunting for new recruits. The recruit to the new crime really needs no equipment except some small garage, a little mechanical knowledge, and the address of a more or less trustworthy receiver, to whom he can sell what he steals. The existence of these recruits complicates the proper tactics of the police, which is to identify the potential criminals, and watch them in their haunts, as a cheaper alternative than watching shops and

night from—for example—the north, they experience considerable difficulty in stopping them, even when the appearance of the car is known and the stolen goods are too bulky to elude even a superficial search. Of these expedients, the personal identity card may prove the most useful. It is odd to reflect that I cannot easily establish my identity in any part of England where I am a stranger; but that when I tour the Continent I am instantly identifiable anywhere with the aid of my passport. It is true that photographs can be interchanged on passports, but a finger-print passport would be irrefutable. —G.B. in Manchester Guardian.

—G.B. in Manchester Guardian.

FORD PLANES.

Aid in Combating Forest Fires.

Ford trimotor planes during the past Summer, successfully aided in combating forest fires in the Northwest, according to information just received by the Ford Motor Company from N. B. Mamer, operations manager of Mamer Air Transport, air mail operators, of Spokane.

Flying over dangerous rugged country, through dense smoke and in tempestuous air currents boiling up from the fires beneath, Mr. Mamer, at the controls of a Ford trimotor, powered with Wright J6 engines, repeatedly transported large crews of Government fire fighters and their equipment from Spokane to the scene of fires in the Idaho and the Nez Perce forests during the dry season late in the Summer. The flights were accomplished in approximately two hours, whereas four to five days would have been forced to travel by rail, motor car and pack horse.

During the course of the fires the Ford trimotor carried 300 fire fighters and their equipment into the district, as well as 60,000 lb. of equipment and merchandise. For this purpose the seats were removed so that maximum loads could be carried. The plane, thus lightened, repeatedly carried loads of 2,500 to 3,000 lb. of men and merchandise, even though it was necessary to climb up to 14,000 feet to clear the mountains and the stifling smoke from the fires beneath.

Most of the fighters and their equipment were landed at Chamberlain Basin Meadows field in the Idaho National Forest, 6,000 feet above sea level. Others were delivered at a field recently developed by the forest service at Moose Creek in the Selway National Forest. The latter field lies at the confluence of Moose Creek and Selway River. It is 1,700 feet long and surrounded by high mountains and tall, dense timber.

Aviators said that no plane could be landed there, according to Mr. Mamer, who was doubtful himself whether the chance should be risked. The first time a fire emergency arose, however, a Ford trimotor, carrying a load of fire fighters, was set down without trouble in the field and since that time repeated trips have been made without accident.

"These experiences have demonstrated," said Mr. Mamer, "that large trimotor planes, such as the Ford, are ideally fitted for this sort of work and I am certain that their use for this purpose will be greatly increased as the years go on."

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

RUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56288.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22225.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE NATIONAL MOTOR CAR COMPANY.

SOLE DISTRIBUTORS IN SOUTH CHINA FOR

CHRYSLER - DE SOTO - PLYMOUTH

MOTOR CARS

BEG TO ANNOUNCE THE OPENING, TO-MORROW, OF THEIR

NEW SHOW ROOMS and OFFICES AT

71 73 & 75 HENNESSY ROAD, WANCHAI. HONG KONG. Telephone 27914.

W. HONG SLING, Secretary.

CAR ECONOMIES.

Accessories That Pay For Purchase.

All patriotic persons to-day will take greater care to prevent waste. That is true economy, and applies especially to motorists who feel that they should run their cars as much as possible yet not extravagantly. It is so much easier to-day to run a car economically than it was even a few years ago. There are so many ways of preventing waste that were almost unheard of by an earlier generation of motor users.

Take the engine for an example. "Wellfound" cars—to use a nautical expression—are provided with a thermometer to register the temperature of the cooling water, and with appliances, either manual or automatic, to keep that engine at its most economical temperature. By that means it uses its fuel only for developing power, and the minimum of petrol and oil is wasted in heating up an overcooled radiator and water system.

But economy does not rest here, says H. Thornton Rutter in the *Morning Post*. Besides controlling the temperature of the engine, the well-equipped car should also have means provided to the motor for preventing waste in oil and damage to the cylinders by abrasive dust, picked up by the air inlet of the carburation system.

For economical running cars must have both an efficient oil filter and oil cooler; also an air filter.

Especially Obtainable.

The latest types of motor-cars are provided with all these necessary accessories. Any car can easily be fitted with them. They are obtainable at most garages and the price and cost of fitting are reasonably small, especially for British cars.

FOR NEW DRIVERS.

Sir Malcolm Campbell Advises You To

(1) Learn as soon as you can to change gears faultlessly.

(2) Keep spare lamp bulbs in the car if you are driving at night. A complete spare set costs less than a police-court fine for driving without lights.

(3) Never start your engine with the electric starter when all the lamps are alight. It is placing an unfair strain on the battery.

(4) Test your car battery once a week.

(5) Keep your windscreen clean. It makes driving, especially at night, much easier.

"NERVES."

Middle of the Road Drivers.

Criticism of middle-of-the-road drivers and insistent demands for higher speed limits for motor-coaches and lorries were made at a conference on the effects of the Road Traffic Act held at Olympia in connection with the Commercial Motor Transport Exhibition.

Mr. F. G. Bristow, secretary of the Commercial Motor Users' Association, said that while the Act had undoubtedly done a great deal of good in many ways, such as improving the general standard of driving and forcing irresponsible operators of coaches and buses to realise their obligations to the community, there was much that bore harshly on the transport industry and seriously re-

THE MODERN "SHIP OF THE DESERT"



Automobiles are rapidly displacing camels and Arab horses in the desert. Buicks are helping to carry the desert mail as well as furnish fast transportation for the Arab sheiks. Note the plumed radiator cap and the old and now defunct numbers on the license plate.

MOTOR TRAFFIC.

Subways for Manchester?

The attitude of the police towards high speeds by motorists on roads such as Kingsway, Manchester, was criticised by Mr. T. Boulger, secretary of the Peak District and Northern Footpaths Preservation Society, in an address to Manchester members of the Pedestrians' Association. "I would challenge the Chief Constable," said Mr. Boulger, "to issue a statement showing the number of prosecutions against motorists for driving to the danger of the public in cases where no accident has resulted. The result appears to be that where there is no accident there can be no danger. We would say, remove the danger and there will be no accidents, or at all events they will be considerably fewer. Even where there are prosecutions, the penalties imposed by certain magistrates seem to be altogether inadequate. They do not seem to realise that the offence for which the motorist is being tried might have resulted in a serious injury or the death of a pedestrian, and having regard to the latter possibility we are asked to believe that a penalty of £1 or £2 is inadequate."

Recalling the association's successful effort to have a street refuge erected near Manchester University, he went on: "As soon as the roadway in Market Street has been widened, consequent on the settling back of Messrs. Rylands' warehouse, we propose to submit plans showing the places where refuges would be of considerable help to the pedestrian. I am rather surprised that Manchester has not made use of subways to divert foot passengers from the busy street crossings. I still maintain that a subway constructed at the bottom of the London Road Station approach would save a vast amount of time for both vehicular traffic and pedestrians."

restricted its efficient and economic working.

Instead of a long schedule of speed limits from eight to thirty miles per hour he advocated three, of sixteen, twenty and thirty-five. There was no logical or technical grounds for distinguishing between goods and passenger vehicles, and thirty-five miles per hour, which was recommended by the Royal Commission, should be permitted to all commercial vehicles fitted with pneumatic tyres.

If the efficient and economic operation of road motor transport were not to be seriously restricted in its activities, immediate steps must be taken to secure amendments to the speed schedules.

An important cause of traffic congestion was the crowding towards the middle of the road, mainly due to the nervousness, incompetence, and thoughtlessness of inexperienced drivers of private cars. One of the first duties of the mobile police should be to check these middle-of-the-road drivers.

Mr. C. Laurence King, presiding at a luncheon given by the Society of Motor Manufacturers and Traders, said that the repercussions of the Road Traffic Act had been felt by manufacturer and user alike. The omnibus and carriage business had been affected to such an extent that there was only the same number of hackney carriage vehicles in use to-day as there were eight years ago. That was due partly to the decreased spending power of the public, but also to the uncertainty on the part of operators in obtaining a running licence.



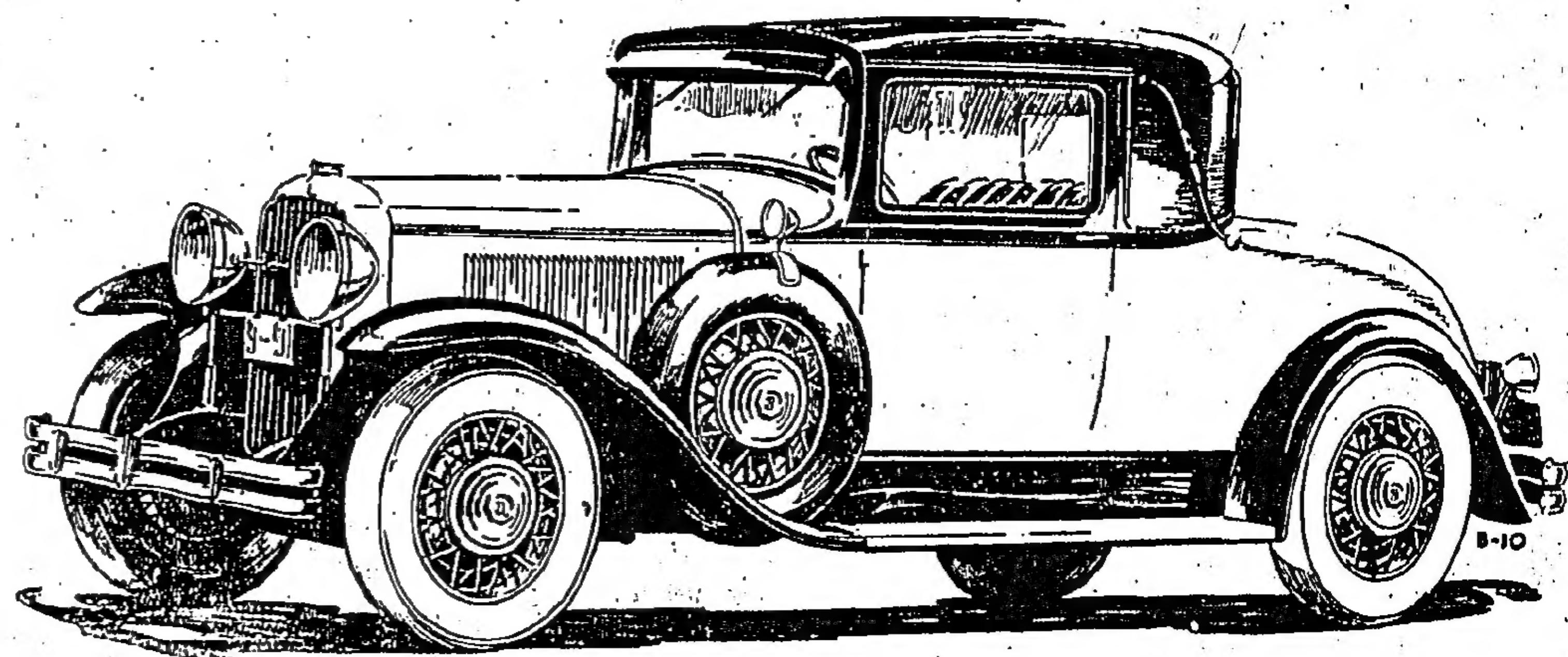
Don't ENVY Buick Owners... Be One Yourself.

For a Buick is now within the reach of almost every motorist, and those thousands who have eagerly looked forward to the time when they could own a Buick, can now drive not only a Buick—but a Buick Valve-in-Head Straight Eight.

Buick Straight Eights . . . in four sizes and four surprisingly low price ranges . . . are offered in twenty luxurious models. Select yours to-day and enjoy motoring at its best in the restful, spacious comfort of Buick's incomparable Body by Fisher.

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SPOT LIGHT FOR POLICE.

A job with the Southampton police will soon be no career for a modest man. The motorists in those parts have been complaining that at night they cannot tell the difference between a policeman and a stretch of road paving—so the constables who have to stand in the middle of the road and control the oncoming traffic are to be "Goodlighted" for all the world as though they were architectural exhibits or music-hall stars. The next move is with the motorists—who will probably say that they were dazzled by the brilliance of the apparition in the middle of the road and bumped bang into him, even as the bewildered moth bumps against a lighted window.

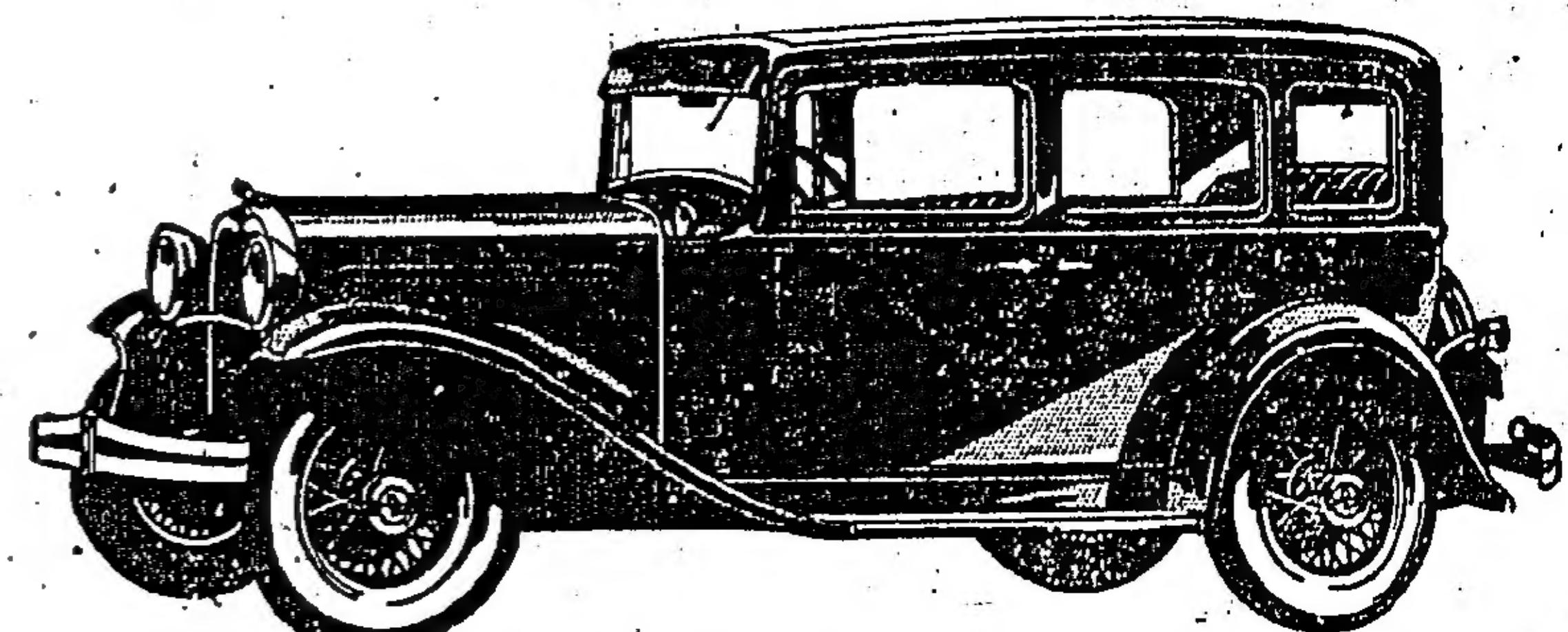
It all seems rather hard lines on the policeman who has no love for the lime-light and would rather get on with his job in ordinary, everyday obscurity. However, reticence is out of date, and he, like many others, must pay the penalty for the modern passion for high lights. Perhaps he ought to be thankful that the Southampton authorities have not taken him out of his sober blue and put him into a pink domino, with a green hat and a false nose.

ROAD AND RAIL JEALOUSY.

Sir George Beharrell, speaking at the Society of Motor Manufacturers and Traders' luncheon to the Railway Companies Association at Olympia said he believed there had been a feeling in the past that there was a kind of antagonism between the road interests and the rail interests. There certainly was some envy and jealousy, but things were changing.

The railway companies themselves felt that they must go on to the road. They asked for powers to do so, and Parliament in its wisdom gave them those powers. "But we are moving away from those days, and there is now a recognition that road motor transport fulfills a definite public need. Some services are pre-eminently suited for the road and others pre-eminently suited for the rail. A third kind of service is pre-eminently suited either for the road or the rail, and we have got to together and study the public interest to know which is best."

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"Practice makes perfect—even in love! To save Time, I make love to two women at once—and, believe me, I learn a lot. Come and see me!"



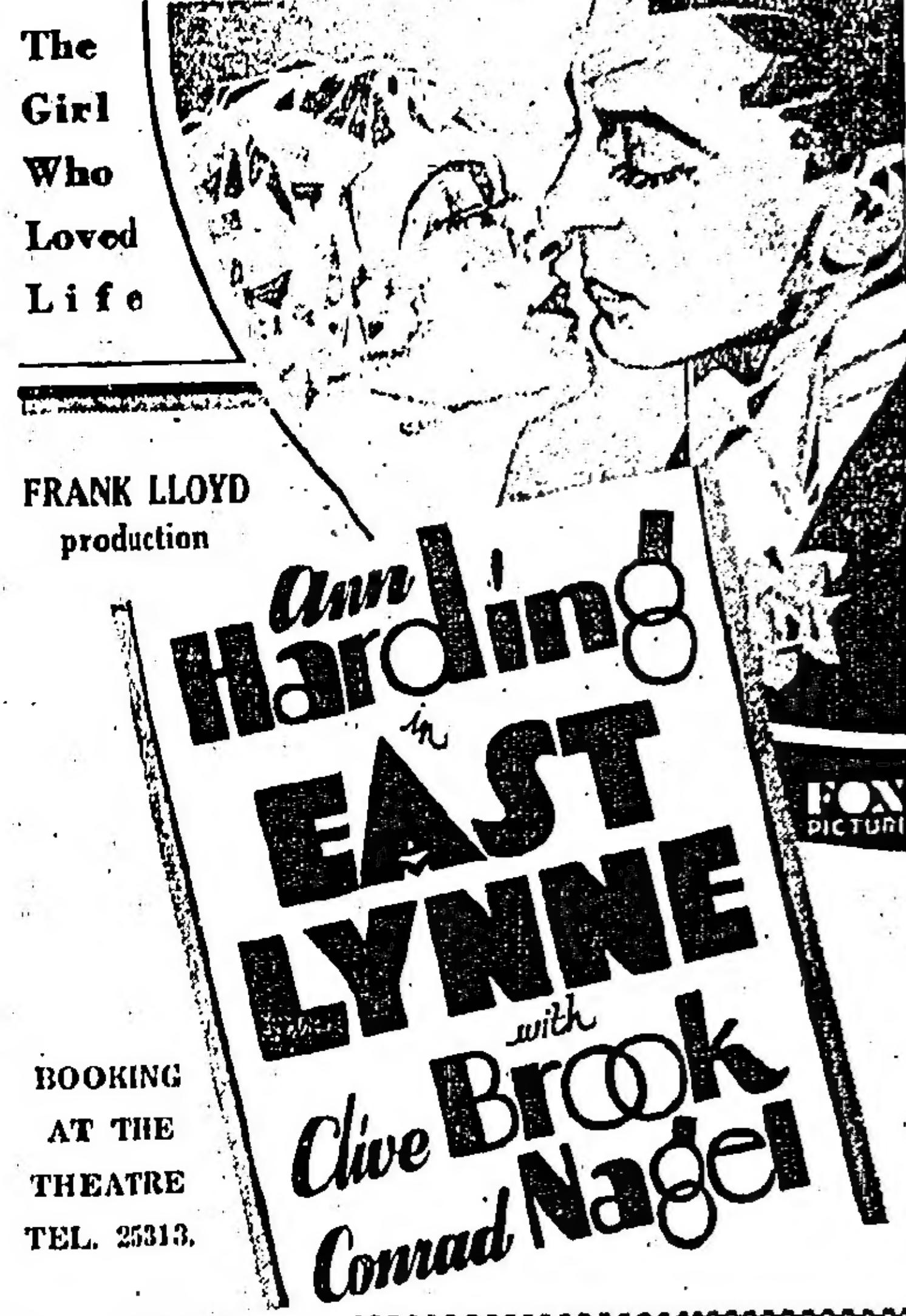
Two women—one gets his hand, the other his heart! And is everybody happy? Would you be if you were HIS girl?

MAURICE CHEVALIER
"The Smiling Lieutenant"
AN ERNST LUBITSCH PRODUCTION

with
CLAUDETTE COLBERT
Charlie Ruggles
Miriam Hopkins

A Paramount's 20th Birthday
Jubilee Picture.

NEXT CHANGE



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DIAMOND MERCHANTS.
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ROSS'S BINOCULARS and TELESCOPES,
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ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

THREE CHAMPION EVENTS

ADOLPHE MENJOU

(THE PRINCE OF LOVERS IN "THE GREAT LOVER")

'BIG' BILL TILDEN

(THE KING OF TENNIS)

LAUREL & HARDY

(THE MONARCHS OF MIRTH IN "OUR WIFE")

CURRENT SPORTING GOSSIP

'STINNIE' MORRIS AND A. B. WARNEs.

Return Fight for the Welterweight Title.

ARTICLES SIGNED.

(Mail Special.) Articles were signed last night between Signalman "Stinnie" Morris of H.M.S. Suffolk and A.B. Warne of H.M.S. Hermes for a return bout for the Welterweight Championship of the Colony and H.E. the Governor's Belt. The bout is to take place at the Theatre Royal on Wednesday, December 23, under the auspices of the Hong Kong Boxing Association.

These two clever boxers, it will be remembered, fought for the Welterweight Championship at the H.K.R.A. tournament at the Theatre Royal on November 28, when both weighed in at 146 lb. They then put up one of the most thrilling bouts seen here over fifteen rounds. Morris securing a well earned decision at the close of a hard fight. Warne issued a challenge for a return bout immediately after Morris was declared champion and the Belt was fastened on him by Sir William Peel. The challenge received popular approval and to-day's signing of articles is the outcome.

Since their recent fight both Morris and Warne have kept in good trim, both taking part in the China Fleet Championships. They both figured in the finals at the Theatre Royal on December 4, giving away weight. Morris won the Middleweight Championship of the Fleet, and Warne conquered all opposition in the Welterweight class.

The forthcoming bout will be a battle of champions in their own rights and will be keenly looked forward to by all boxing enthusiasts who saw them scrap last month.

It is understood that a bumper programme is being arranged in which it is hoped to figure several of the semi-finalists and finalists of the Fleet Championships.

PRIMO CARNERA WINS A TITLE.

Dreadnaught Title Won by K.O.

CAMPOLo NO MATCH.

Madison Square Garden, N. Y., Nov. 27.

Primo Carnera won his "dreadnaught" title to-day from Victorio Campolo of the Argentine by a knockout in the second round.

The two heavies were scheduled to go 15 rounds, but the Italian proved again that he is no bluff when he knocked the Argentine down almost before the fighters were warmed up.

The giants slugged throughout the two rounds. Campolo took the first round, but appeared tired as this round ended.

Carnera floored the Argentine before administering the knock out blow in the second. When Campolo took the final dive to the canvas it appeared he could rise if he wished to when he was counted out.

Campolo, who made an auspicious start in America two years ago has tried a comeback unsuccessfully.

Carnera was the favourite before the fight and lived up to all expectations.—United Press.

SOUTH AFRICANS IN DRAWN GAME.

Match Abandoned Owing to Rain.

Sydney, Yesterday.

The match between the South African touring eleven and New South Wales was abandoned to-day owing to rain.—Reuter.

Scores:

New South Wales: 500 (D. G. Bradman 219, Hird 101, Q. McMillan 6 for 189).

South Africans: 185 for 1 (S. Curnow 81*, D. P. B. Morke 70*).

DONCASTER BEAT BARROW.

Third Replay Requires Extra Time.

SINGLE GOAL.

London, Yesterday. Doncaster succeeded at last in eliminating Barrow in the first round of the F.A. Cup after three replays. The match, which was played at Leeds, required extra time before Doncaster scored the all-important goal.—Reuter.

SPRINGBOKS GAIN BIG VICTORY.

Combined Cheshire and Lancashire XV.

20 POINTS TO 9.

London, Yesterday. The Springboks Rugby touring side defeated a Combined Cheshire and Lancashire fifteen by 20 points to 9 to-day.—Reuter.

Our Sports Diary.

LOCAL

GOLF—To-day—R.H.K.G.C. Meeting at 5.30 p.m. Sunday—R.H.K.G.C. Championship Third Round and Semi-Final.

CRICKET—Saturday—League II—C.C.C. v. R.E. & R.C.S.; Friends—Senior—Navy v. I.R.C.; University v. C.S.C.C.; H.K.C.C. v. K.C.C.; Junior C.S.C.C. v. University; K.C.C. v. H.K.C.C.; I.R.C. v. Recrelo.

FOOTBALL—Saturday—Lai Wah Cup—Army v. Civilians; Division II—Club v. University; Navy v. Borderers; 12th Battery v. Argyle; R.A.O.C. v. Kowloon; Division III—St. Joseph's v.

LAWN BOWLS—Saturday—Closing Day at Kowloon Bowling Green Club; Unveiling of the Record Board at 3 p.m.

RACING—Saturday—Fourteenth Extra Meeting at Happy Valley.

RUGBY FOOTBALL—Saturday—Club v. Navy on the Club ground, Happy Valley.

UNIVERSITY TEAM FOR SATURDAY.

Friendly Cricket.

The following have been chosen to represent the University in a friendly match against the Civil Service C.C. on Saturday, at 2 p.m., on the home ground.—D. J. N. Anderson, A. T. Lee, L. T. Ride, F. R. Zimmern, A. Bakar, A. M. Rodriguez, P. M. N. da Silva, A. T. Nonanbhoy, H. Nonanbhoy, E. L. Gosano, and A. N. Other.

The following will represent the H.K.U.C.C. 2nd XI in a friendly match against the C.S.C.C. 2nd XI at Happy Valley on Saturday, at 2 p.m., sharp.—P. L. Tan, G. S. Scully, G. E. Yeoh, A. A. Aziz, R. E. G. Leong, D. Roy, K. P. Gan, W. K. Chou, B. K. Ng, D. Hunt, M. M. Yayahoy, Reserves, S. Tata, and N. F. Lai.

Ferguson was hampered by the loss of two men in the first half in the second half, playing in his accustomed position on the wing, he ended a brilliant solo effort starting from his own twenty-five line by touching down between the posts. It was a great and spectacular try and it was disappointing to see the kick at goal fail so miserably.

Result,

Bank 6 pts.

Kowloon 3 pts.

ARSENAL INFECT BIG DEFEAT.

Spanish Tourists at Highbury.

London, Yesterday.

At Highbury to-day the Arsenal defeated the touring Spanish association football eleven by seven goals to one.—Reuter.

Rugby, Yesterday.

Nearly sixty thousand people watched England beat Spain by seven goals to one in an Association Football match at Highbury, London, to-day.—British Wireless Service.

VOLUNTEERS SIDE FOR SUNDAY.

To-morrow's Hockey.

The following team will represent the Volunteers in their match against the Club de Recreio on the latter's ground on Sunday, commencing at 11 a.m.—

A. C. Beck (captain), R. H. Griffiths, E. R. West, J. P. Whitham, J. E. Richardson, N. A. E. Mackay, S. V. Gittins, D. McLellan, F. S. W. Smith, L. T. Ride, and A. H. Harbord.

MAJESTIC

TO-DAY TO SATURDAY AT 2.30, 5.20, 7.20 & 9.20 P.M.

A GLORIOUS DREAM OF LOVE

CRUSHED BY MATRIMONY.

ANN HARDING
PARIS BOUND
Pathé Picture

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

In honour of their Golden wedding anniversary, Sir Robert and Lady Margaret Ho Tung gave a sumptuous party at the Peninsula Hotel on December 2, in the afternoon, and it was largely attended, those present including H.E. the Governor and Lady Peel. Sir William, in the course of a speech, referred to the magnificent work that both Sir Robert and Lady Ho Tung had done in the cause of charity. Sir Robert, in replying, said it was with great pleasure that he donated \$200,000 for children's welfare and education in the Colony. A full report of the celebration is chronicled in the OVERLAND CHINA MAIL.

Mrs. Helen Wills-Moody, world's champion tennis star, did honour to Hong Kong by visiting the port on December 4, and consented to play in exhibition matches at the Kowloon Cricket Club on December 8. The latter attracted an enormous crowd, and the star gave a brilliant display of the art and technique of tennis. E. C. Fincher, the local runner-up of the Singles' championship, beat Mrs. Wills-Moody, in a set that extended to twenty games. A detailed report is furnished in the OVERLAND CHINA MAIL.

In the early hours of December 5, a village elder was murdered in Chung Uk Village, in the Ping Shan district. The crime was most brutal, and the motive was apparently robbery. The tragedy was first discovered by the deceased's daughter-in-law who entered the house, and found him lying on a bed dead. He appeared to have been dead for some time, as the body was already stiff and cold. From the villagers, the Police investigators, learned that two strange men had been visiting the place on three occasions. A full report of the outrage is contained in the OVERLAND CHINA MAIL.

There was a bright tone at the Thirteenth Extra Race meeting held at Happy Valley on December 5. The dividends paid in some of the events were excellent. Glorious Stag paying over \$80 in the first race of the day, whilst Sonny Boy, who was third in the event, paid over \$45. In the absence of Apollo, who was not entered, Sitting Bull, again triumphed in the big event, the November Handicap. The OVERLAND CHINA MAIL gives a detailed report of the meet.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL—the weekly paper that YOU MUST ORDER NOW.

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via Siberia at 5 p.m., Dec. 12.

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GIFTS.**

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Could any child gift be more precious?

YOU ARE INVITED TO INSPECT
A FINE SELECTION IN
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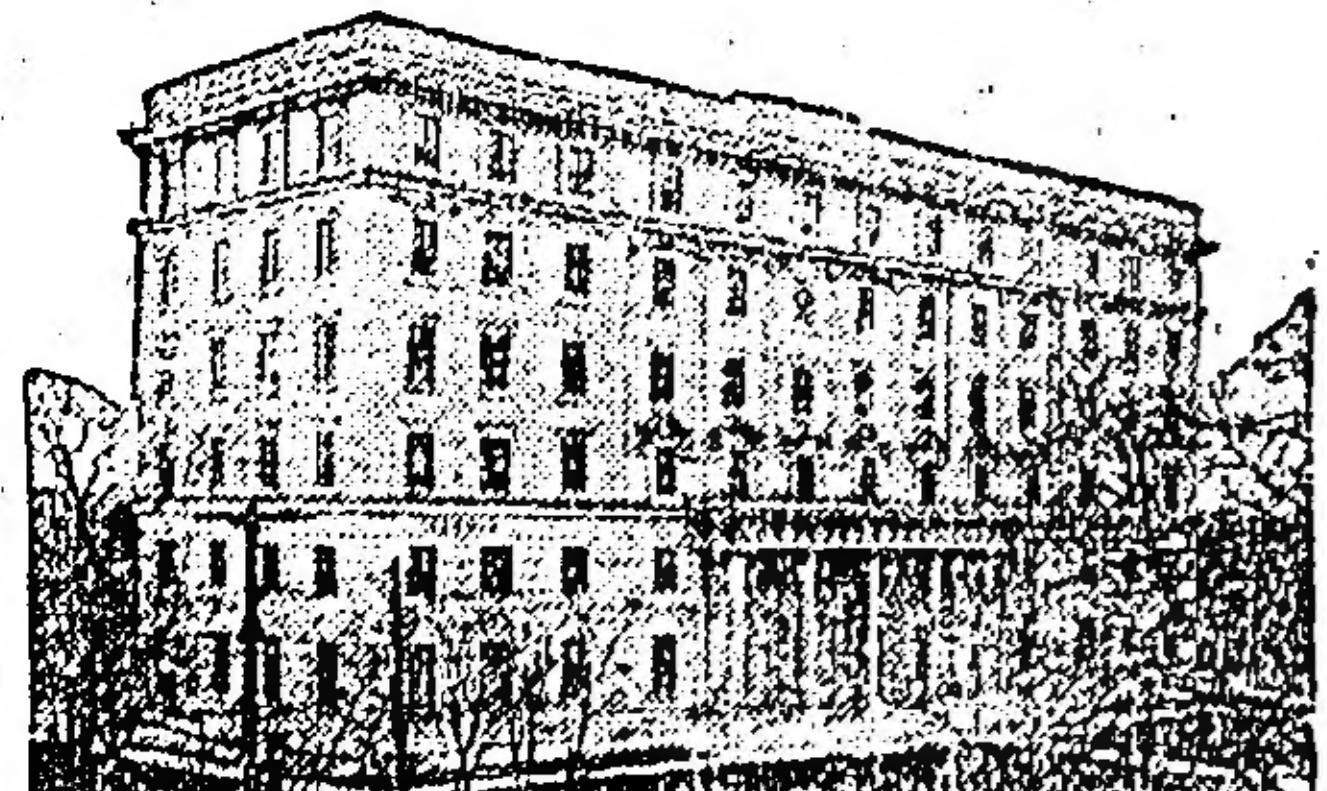


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Canton Representative—Mr. V. E. Ferrier,
27, B. C. Shamoon.

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Battersby,
Cambiaghi,
Hardeman,
Ward's,
etc., etc.

at reasonable prices.

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153-155, Des Voeux Road, Central.

**ROUND THE LOCAL
CINEMAS.**

**What Mail Reviewers
Say.**

"SHOW GIRL OF HOLLYWOOD."

How a talking picture is produced, the vagaries that the cast have to put up with, and the difficulties that face the producer, are seen in First National Vitaphone's "Show Girl of Hollywood," featuring Alice White and Jack Mulhall, now showing at the Queen's Theatre. Whilst telling of this interesting art in filmdom, one is given a glimpse of Loretta Young, Al Jolson, and Noah Beery, all popular film stars.

Blanche Sweet, an old favourite of silent days, is heard for the first time in "Show Girl of Hollywood" which tells of the importation of a prospective actress (playful Miss White) from New York to Hollywood, and of how she is foolled into a job, then her "flop" and, later, of course, her success, after negotiating with the right side of things. She sings "I've Got My Eye on You" delightfully, and participates in a gorgeously coloured dance number in the finale.

From Other Sources.

"THE SMILING LIEUTENANT."

Such rollicking happiness as was generated at the King's Theatre last night must be enjoyed! There Maurice Chevalier made love and sang; Ernst Lubitsch's delicious comedy created tears, and Claudette Colbert's blonde beauty competed for favour with Miriam Hopkins' vivacious loveliness.

"The Smiling Lieutenant" brings the inimitable and beloved Chevalier in a romantic comedy role such as he never had on the screen; the kind of role that combines the wistful beauty of his part in "Innocents of Paris" with the gorgeous gaiety of his role in "The Love Parade"; with songs that vie in catchiness with the numbers he sang in "The Big Pond."

"EAST LYNN."

Places and scenes shown in "East Lynne," Frank Lloyd's Fox Movietone production which is coming to the King's Theatre very soon, can be vouched for as realistic by Clive Brook, who, with Conrad Nagel, plays opposite the lovely Ann Harding.

Most play-goers know by this time that Clive Brook came to the Court for the sale of his personal belongings, which were seized by police at the time of his arrest and since been detained at the police station, so that the proceeds of the sale may be used for the purchase of books for him to read in the gaol. His application was granted by the Court which issued instructions to this effect to the police, says the North China Daily News of November 29.

Lee, together with Ling Ying, a young student of a local law school, resided at 229, Woochang Road, until August 30. Last when detectives from the West Hongkew police station, whilst conducting inquiries at the premises in connection with a larceny case, discovered in the two men's room a large quantity of Communist newspapers and booklets. Questioned by the police officers, the two students readily admitted that the literature was theirs.

Brought before the High Court on the following day, they admitted being Communists, Lee stating that he joined the Communist Party in December last when he was studying in a law school. Ling told the Court that he became a Communist on August 1, 1930.

On October 3, the Court concluded the hearing of the case and sentenced Lee to three years' imprisonment and Ling 11 years. As they left the dock after being sentenced, both of them shouted out: "Down with the Kuomintang Government and the Imperialists!"

Events bizarre as an untrapped world are unfolded as the youthful adventurer outwits pagan tribes, beats back rival, captures the heart of a girl and sails away with love and fortune, all the spoils of a victorious spirit.

"THE GREAT LOVER."

Cross-word puzzles may be "passe" for most people, but not for Ernest Torrence.

The six-foot four-inch character actor is still crazy about them. He claims that, next to playing the piano, they give him his greatest relaxation.

Torrence's latest screen role is as the valet to Adolphe Menjou in "The Great Lover," which opens at the Queen's Theatre on Sunday. This is a Metro-Goldwyn-Mayer film version of the New York stage success.

SOME NERVE.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 385 metres:

5.30 p.m.—European Children's Recorded Programme.

Orchestra—Rhythms for Children—

Splashing Song, The Little Hunters,

Of a Tailor and a Bear, The Wild Horseman,

Victor Orchestra.

Recitation—Jack and the Beanstalk,

Sally Hamlin.

Piano Solo—Lullaby—A Jolly Time (Primo),

Lullaby—A Jolly Time (Secondo), Hazel Gertrude Kinsella.

Recitation—Cinderella Sally Hamlin.

5.30-7 p.m. (approx.) Relay of "The Smiling Lieutenant" from the King's Theatre by courtesy of the management.

7.03-8 p.m.—Programme of Victor Records.

7.03-7.30 p.m.—Instrumental.

Violin Solo—Rurali Hungarian—

Presto (Dohnanyi), Molto Vivace (Dohnanyi),

Fritz Kreisler.

Piano Solo—Hungarian Rhapsody, No. 4 (Liszt), Staccato—Caprice (Max Vogrich), Yolanda Mera.

Violin Solo—Legend of the Canyon (Cadmian), Caprice Antique (Balogh-Kreisler), Fritz Kreisler.

Piano Solo—Alt-Wien (Old Vienna) (Godowsky), Prelude in A Minor (Debussy), Isabelle Yalkovsky.

7.30-8 p.m.—Orchestra.

In a Clock Shop (Orth), A Hunt in the Black Forest (Voeller), Victor Concert Orchestra.

Egmont Overture (Beethoven), Victor Symphony Orchestra.

Raymond Overture (Thomas), Victor Symphony Orchestra.

8 p.m.—Local Time.

8.03-10.30 p.m.—Chinese Studio Concert.

10.30 p.m.—Close Down.

**BOOKS WANTED IN
GOAL.**

**Prisoner's Plea to
Court.**

Declaring that he would like to have something to read during his long imprisonment term in the Municipal gaol, Lee Tse-ching, the 18-year old Communist, who was sentenced to three years' imprisonment by the Second Branch Kiangau High Court on October 3 for propagating doctrines irreconcilable with the Three People's Principles, made an application before the Court for the sale of his personal belongings, which were seized by police at the time of his arrest and since been detained at the police station, so that the proceeds of the sale may be used for the purchase of books for him to read in the gaol. His application was granted by the Court which issued instructions to this effect to the police, says the North China Daily News of November 29.

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RADIO

TO-DAY'S PROGRAMME.

On London—Bank, wire 1/5 1/4

Bank, on demand 1/5 1/16

Bank, 4 months' sight 1/5 7/16

Credit, 4 months' sight 1/6 1/2

Documentary, 4 months' sight 1/6 5/8

On Paris—

On demand 605

Credits, 4 months' sight 675

On Berlin—

On demand Nom.

On New York—

On demand 23%

Credits, 60 days' sight 25%

On Bombay—

Wire 95%

On demand 95%

On Calcutta—

Wire 95%

On demand 95%

On Singapore—

On demand 61%

On Manila—

On demand 47%

On Shanghai—

On demand 775

Dollar 2 1/2% dis.

On Yokohama—

On demand 48

Sovereigns (Bank's buying rate) 1/6 1/2

Silver (per oz) 19 1/4

Bar Silver in Hong Kong Nom.

Copper Cash Nom.

Copper Cents 1% prem.

Rate of Native Interest 3 1/4% p.a.

Chinese Sub. Coin 25 1/4% dis.

Hong Kong Sub. Coin Par.

On London Exchanges.

Rugby, Yesterday.

Paris 83 1/4

New York 3 28 1/2

Montreal 3.94

Brussels 23 1/2

Geneva 16 1/2

Amsterdam 8.13

Milan 63 1/2

Berlin 3. 15/16

Stockholm 18 1/2

Copenhagen 18 1/2

Oulu 18 1/2

Vienna 28 sellers

Prague 100%

Helsingfors 19 1/2 sellers

Madrid 89%

Lisbon 108 1/2</p

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10 for \$2.50.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

Hong Kong Thursday, Dec. 9, 1931.

The Problem of India.

The debate now in progress in the House of Lords is decidedly important. Important for two reasons. One, the effect on Indian opinion which what is said will exercise, irrespective of the fact that the House of Lords, by a majority, may be expected to endorse Government's policy as expressed by the Premier. And two, in the course of the debate, as in the case of Lord Irwin already, we may expect to have expressed the very considered opinions of men who have actually borne the burden and heat of the day in the highest office in India.

In the forest which has grown up in the past many years around this problem of India, one, so to speak, cannot see the wood for the trees. The essential point, however, as Lord Sankey took the occasion of the debate to point out, is that India desired a greater share in the management of her own affairs. That is a laudable desire. It is an aspiration which is a fundamental principle of British civilising missions and as such to be encouraged and not discouraged.

The problem is, how is that to be accomplished in fairness to all interests concerned. The fact some persons overlook is that a great body of people cannot be kept in tutelage indefinitely. It is true of family life and equally true of the life of nations. We know what occurs when such tutelage is prolonged or when forced upon the younger members of a family. We know also what keeps families united. The very same principles apply in the case of nations. So, in the case of India, and not only of India but of other countries in the East and elsewhere, countries which are reckoned to be backward or lagging in so far as political concepts are concerned.

Lord Irwin appreciates this fact, and one ought to pay very close attention to one who has but recently laid down the reins of office as Viceroy of India and one of whom it has been confidently predicted that his name will be inscribed in history hereafter as among the greatest and most highly successful Viceroys of India. And the portion of his

trust that Lord Snell made an appeal, but the appeal, it seems certain, will meet with no response in the present temper of political India, a temper which is being fanned into greater heat by veiled threats of a possible countermandation of promises already made and assurances given.

speech which needs to be particularly stressed is that in which he expressed his firm belief that "it was a profound delusion to treat the events in India as the work of a minority which, if firmly and effectively handled, would fade away and give no more trouble."

That is, indeed, a profound delusion. Yes, by all means, deal firmly and effectively with the terrorist. He may "fade away and give no more trouble." That is a policy upon which the Government of India has embarked. But legitimate political aspirations cannot be stifled with panaceas, cannot be made to "fade away and give no more trouble" by the employment of similar means. These aspirations must be staked. And it is better to stake them with the waters of reasonableness than attempt to assuage the thirst with the vinegar of force.

From Other Pens.

These Round Table Conferences.

In constitutional matters it would appear that those parts of the Empire which make the noisiest noise (that variety which is alleged to cause excessive annoyance to bivalvular nervous systems) get the most generous treatment. Those parts of the Empire which always have themselves and never come to table with hands, face or neck unwashed get the least. Witness Ireland, India and Egypt. Who has so vivid an imagination as to conceive a Round Table Conference for Malaya or Hong Kong? A possessor of such an imagination should become a lawyer or a hack journalist.—A. H. L. in the Pinang Gazette.

A Story With A Moral.

Here is a true story of an Englishman in Tientsin. It has a moral—"Buy British."

In a Chinese garage the Englishman saw a filthy and abandoned old motor-car with a bonnet that seemed somehow familiar. Looking closer he discovered that it was an ancient model of a famous British make. "I bought it," he wrote home to his wife, "not because I could afford it, but because I hated to see it dirty and neglected in a Chinese garage, and I wanted to see it cared for."

He had the body taken off and everything moveable on the chassis stripped down to the last bolt. The date revealed on the crankcase was November 1908.

The engine was found to be perfect, and, in spite of a half-inch of carbon on the pistons, the only thing requiring replacement was one piston ring. He took it out on the road for the first time, and, it shot into thirty-five miles at a touch of the accelerator.

To celebrate the old car's 23rd birthday its proud owner has planned an extensive trip into Mongolia over the Nankow Pass.—Daily Telegraph.

News in Brief.

Up to 4 p.m. yesterday the rainfall for the day was 3.57 inches—a December record, it is believed.

Yesterday's lowest open air temperature was 68 degrees. The humidity was 85 at 10 a.m. and also at 4 p.m.

Sergeant Morris, of the Water Police, has reported that a conservancy junk, number unknown, is aground and water-logged at the west end of Stonecutter's Island.

After drinking some liniment of turpentine, in an alleged attempt to commit suicide, Chan Ming-ching, 29 years, and living at 2, Bowrington Canal Road, was taken to hospital in a condition which may be serious later.

The first-rate talking picture "Paris Bound," starring Ann Harding and Fredric March, will be shown for the first time in the Colony, at the Majestic Theatre to-day. Miss Harding will be remembered for her excellent work in "Holiday," screened in the Central Theatre only recently. Mr. March is a great favourite, and has starred in many films, including "Laughter" and "Royal Family of Broadway."

PUREE DE POIS

By
BESOMORO.

THE ART EXHIBITION.

Many engagements and activities may be sacrificed with advantage in order to pay a visit to the Art Exhibition in Lane, Crawford's Restaurant, Exchange Building. The Exhibition closes to-morrow evening. I had no idea that the Colony could boast of so many amateur artists of so high a standard. All the work on exhibit reflects the greatest credit on the exhibitors, and I am glad to have had an opportunity of viewing so many excellent paintings, etchings, line cuts, statutory work, and photographs. I shall admit however, that Mr. Arnold's cubist work had me beat and guessing all the way, as the saying goes. That is not because it is either bad or indifferent (on the contrary I have been assured that it is decidedly modern and attractive) but this modern art, frankly, I cannot understand.

THE TALE OF LITTLE JACKIE.

Little Jackie was born free and, up to a little while back, had lived a free life. The wide open spaces for him. True, a great many dangers beset him every day and all the while, but he kept his eyes and wits about him and evaded them successfully, until he met man. Man was his undoing. From man to man he passed until at last he came to dwell in Hong Kong and in a house where he was shown off for educational purposes. Now Jackie was not badly treated. Certainly not. He was well looked after and had plenty to eat. Some times more than was good for him. That was all very well and nice, but the one thing he desired most was his freedom, and that was denied him. He was behind bars. Jackie, of course, is a monkey, and a very nice monkey too. But those bars irritated him. Try as he would he could not get on the other side of them. Then, one day, fortune favoured him. I should say rather the monkey god favoured him. Somehow or the other he got away from that cage. How and when are immaterial. And he roamed from the top of one building to another, thoroughly enjoying his freedom. Finally he found a very delightful home in a large and imposing building in Queen's Road Central, just across the way from an hotel. He entered and took up temporary occupation. The pangs of hunger making themselves felt he went

TENNIS.

Since Tuesday evening I have had tennis and Helen for dinner, early morning tea, breakfast, tiffin, afternoon tea and dinner again. And, strange to say, I am yet not nauseated. But, for all that, I don't think I can do with very much more. I reckon I have had my full five dollars' worth, and I am "truly thankful" to Mrs. Moody, Mr. E. C. Fincher, Messrs. H. D. Runjahn, S. A. Runjahn and M. W. Lo for an entertaining and instructive afternoon at Kowloon. May I yet be spared to sit at the centre court of the Mecca of tennis, for the fleeting glimpses of what tennis really is and how it ought to be played, as exhibited by the world's lady champion, has whetted my appetite and it will now take some satisfying.

"BOYCOTT" WAR.

U.S. Committee To Study Its Application.

Dr. Nichols Murray Butler, President of Columbia University, has formed a "committee on economic sanctions" to undertake the study of the possible use of economic pressure by the United States against a nation declaring war in violation of treaties.

Dr. Butler said he was hopeful that the committee would be able to make a definite report before the end of the year as an aid to the forthcoming Disarmament Conference at Geneva.

The committee include an ambassador to Great Britain, Mr. Alanson B. Houghton, a statistician, Mr. Leonard P. Ayers, a famous lawyer, Mr. Silas H. Strawn, and the President of the United States Chamber of Commerce.

To-day's Thought.

PERSONAL PAR.

The forthcoming marriage is announced of Charles Irvin Barnes, 68, Avenida Cons. F. d'Almeida, Macao, at present staying at the St. Francis Hotel, and Emanuela Hyndman Rosario, of Macao, at 4 p.m.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

Bruce—South wall.

Cornwall—No. 6 buoy.

Herald—East wall.

Hermes—No. 1 buoy.

Kent—North arm.

Matafazon—East wall.

Medway and Sub.—No. 2 buoy.

Olympus—In dock.

Perseus—In dock.

Serapis—North wall.

Sir David—North wall.

Sterling—North wall.

Suffolk—West wall.

Tamar—Basin.

Foreign Men-of-War.

Argus—French gunboat.

Crocodile—French despatch vessel.

Gil Eanes—Portuguese transport.

Saga—Japanese gunboat.

TEN YEARS AGO.

(From the "China Mail" of December 11, 1931.)

To-day's dollar is worth 2/7½.

* * *

The annual triangular tournament between the Club Lubitano, Club de Recreo, and the Catholic Union was again won by the last-named Club this year. The tournament, which lasted over a month, produced some excellent billiards, prominent among the players being A. J. Osmund, the Colony's champion, P. A. Yampolitch, the ex-champion, L. R. Osmund, and E. Gutimars, who gave very creditable performances.

MY ELECTION NIGHT

ENGLAND'S GREAT SPORTING EVENT.

In Club, Cafe and Cinema.

By J. B. PRIESTLY.

If I were a real journalist I would produce a "wonder election night" for you. I would stun you with scenes of conflict and enthusiasm. Journalists—like fortune-tellers, with their legends of money, journeys and dark women—have a trick of making life seem always more exciting than it really is.

But I am not a real journalist—only a writer of fiction, and we writers of fiction have a prosaic habit of observing life quite realistically. You will get no "Cavalcade" of an election night from me.

The night began for me in my club, when I dined. I wish I could show you the club dining-room, crammed with anxious faces, but unfortunately there were only about half a dozen of us there and nobody looked anxious, except one very old member who did not like the look of his sole. But just after nine the steward, with the air of a man about to perform a pretty good conjuring trick, produced a blackboard on an easel. Then he began chalking up results—Election night had started.

Round the Blackboard.

Very soon we formed a dense group of seven round the blackboard. I do not remember what the results were, except that they were very satisfactory to all right-thinking men. Elections are arranged with some reference to dramatic construction, so that the earliest results are always dull, and you have to wait for the exciting ones.

Just after ten I left the club and wandered about the streets for an hour. And very unpleasant streets they were, too, so raw, so foggy. It was no night for open-air demonstrations, for, strictly speaking, there was no open air. You felt that the stuff you were breathing had been used for several years in St. Pancras and Euston Stations.

There were, of course, a great many more people about than usual, and now and then you saw a few rosettes and heard a distant shout. But things were very quiet. It was no night for pulling down the Carlton Club and declaring the victory of the proletariat above its rulers.

Nevertheless, the police were apparently not taking any chances.

I found Trafalgar Square—long my favourite resort on election nights filled with people who were being told by earnest constables that they would not learn any results there.

But all the people stayed on and stared on, for ever looking hopefully at the glittering advertisements of cinemas and cough cures.

And that was all. No rich human interest stuff to be had in Trafalgar Square. There was, however, a curious glimpse of loneliness, for in that odd half-light made of fog and illuminations, the Square had a beautiful quality of black and silver, and the lamps reflected dimly in the pool were like serene distant constellations.

There was nothing serene about the Cafe Royal. I contrived, after some difficulty, to find a seat and a little table in the balcony, from which I had a good view of the crowded cafe below, the screen on which the results were thrown, and the ladies' orchestra that insisted upon playing "Land of Hope and Glory." (Let me admit, here and now, that this somewhat bumptious refrain does not excite in me any patriotic fervour.)

The First Cheer.

Results were now coming through at such a rate that one completely forgot such things as wine, whisky, chicken, kidneys and bacon. The patrons of the cafe below seemed to be either true blues or disappointed reds. (This is as it should be. You can hardly imagine a Liberal in the Cafe Royal.)

It was here that I learned of the temporary extinction of Mr. Henderson. This produced the first big cheer of the evening. I suspect many of the Labour people present joined in, not because they had suddenly changed sides, but simply because they had to have a cheer. After all, man is the cheering and applauding animal.

LATEST POPULAR CARD GAME.

Fifty-Nine Different Calls.

MINUS BRIDGE.

The 17th century is usually regarded as the chief period of elaboration of card games. Since, however, card games are for idleness, and idleness begets elaboration, it is probable that whenever they are widely played they must inevitably sprout seats and embroideries. Can any days have been more restlessly inventive than ours? Regard the variations of Poker, as numerous as its players; the manifold forms of Rummy, which still rules Central Europe and conquered the Anglo-Saxon world in two short quite separate incarnations—Coon-can, just before the war, and Mah-Jong, just after it (though the cards in this last were a trifle thicker and smaller than usual, its principles were pure Rummy); and, finally regard the prolific Bridge family.

Since this family was founded no fewer than four generations have been recognised as its successive household heads: Bridge, Auction Bridge, Royal Auction, and now Contract. Each generation has had its own solo and two-handed monsters, lurking astrophically back to the older, now grown dingier branches of the tree—the Whists and Naps. Each generation has had adventurous cadets, travelled to distant climes to mate with cousins near and far—the Skats and Vints. And each has left its secret by-blows, hidden away in attics, tiny fanatic groups, never emerging to the social light and life of Clubland wherein their more public brothers bask.

Such a left-handed scion is the

extremely complex and interesting so-called Vint, invented by Wranglers in Trinity, and such

another, also engendered by a Cambridge clique, is Minus Bridge.

"Plus Sense."

If the purpose of a variant be to offer a maximum of variety with the narrowest possible alteration of the rules of an original, this purpose is markedly fulfilled by Minus Bridge. For any bridge player its principles can be summarised in a single sentence: Every bid that may be made at bridge (that is, the latest pre-Contract form, Royal Auction Bridge) is considered as being made in a plus sense, and the corresponding bid may be made in a minus sense also. The minus hand is no new feature of bridge games. Though its uses in this particular instance were

directly suggested to its inventors by Auction Piquet, it was

once common at whist-drives as

"Workhouse," and is employed

actually in Auction Bridge in India to this day as the "Nullo."

In such a hand the object of the

play is simply reversed, the number of tricks announced by the declarers must be not won but lost. A partnership declaring "minus three" or "three Nullo" is penalised for every trick it takes above four, counts every trick by which it under-reaches four an overtrick, and so forth. But in the variants quoted the Nullo or minus is always played in no-trumps. In Minus Bridge a minus call may be made either in no-trumps or with any suit but trumps exactly as a plus call.

Scoring and Play.

The scoring is quite unaltered:

minus three spades declared and

(Continued in next Column.)

Tom was still there. He is probably there yet.

Only The Fog.

When I got outside the Plaza and walked towards Pall Mall, I found that there wasn't an Election Night any longer. The fog was there; the cold was there, a few belated workers were hurrying home, and the passing taxis seemed to be well loaded.

But all the people had melted away, driven home comparatively early, perhaps, by the extreme discomfort of the night. And then, of course, hundreds of thousands of them had never been out at all. They had stayed at home, listening to the wireless.

It was the most important election night I have known here in London. And it seemed to me easily the quietest. Beneath the blanket of fog the world was saved so quietly that it was like a conjuring trick. Even

PLAQUE IN N.W. CHINA.

Takes Terrible Toll of Life.

SPREADING.

Bulonic plague is still ravaging the province of Shensi, in north-west China.

The pestilence broke out early in the Autumn in the neighbouring province of Honan, and, carried by a huge army of rats which marched over hill and valley leaving a trail of death in their wake, quickly spread to Shensi and Shensi.

Several weeks ago medical experts and health administrators were dispatched to the stricken areas, but they have failed to check the epidemic, which is leaping on

hundreds of deaths daily.

Fatalities in the three provinces named have now run into scores of thousands, and the plague is within a few miles of Sianfu, the Shensi capital, where the "utmost alarm prevails. Should it reach this densely-crowded city, the death-roll would be even more appalling.

made counts 27, no trick at all minus hand corresponds to a grand slam, the honours at a minus hand reckon to the opponents. For purposes of bidding, a minus call ranks exactly above the plus call of the same numerical value. Thus "minus two spades" beats not only plus or minus two hearts, it also beats "plus two spades." The logic of this rule derives from the fact that a minus call is harder to make than a plus call, though whether its play really is more intricate or merely seems so by reason of unfamiliarity is not certain. The originators of the game do not employ majority bidding, but obviously the principles of minus would require no alteration with its use.

The play of a minus hand will be familiar to those who know Auction Piquet or Nullo. The unpractised, to whom it will prove almost excessively difficult at first, will find it a question of the sacrifice of leads. It is the object of each partnership, once its own master cards are exhausted, to thrust the lead into the opposition's control, thus forcing the opponents to take all the remaining tricks. Aces, that can be made at bridge (that is, the latest pre-Contract form, Royal Auction Bridge) is considered as being made in a plus sense, and the corresponding bid may be made in a minus sense also. The minus hand is no new feature of bridge games. Though its uses in this particular instance were

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"Sounder Game."

The chiefest variety, surpassing even the diversity and interest of the actual play, the charm that, for an adept, so potently outweighs the more monotonous parts and properties of ordinary bridge, besides in the whole approach to the game, as mirrored in the calling. From the moment the player lifts his cards he has to regard them not as a stable

hand such as we have described, knowing that it cannot possibly lose a trick in minus play, and hearing minus called, is forced to overcall in plus.

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"Sounder Game."

PRIEST'S BODY WELL PRESERVED.

Phenomenon in Bangalore.

NO DECOMPOSITION.

A great stir was caused at Bangalore on a certain Sunday recently, when the body of the Rev. Fr. Paillot was exhumed. Rev. Fr. Paillot had worked in Pondicherry for about 45 years, went to Bangalore a year and a half ago for treatment at St. Martha's Hospital. He died of heart failure on September 16, 1930.

The following account of the exhumation is taken from the Hindu:—When the earth was dug up, it was found that the top portion of the wooden coffin had been eaten away by the earth and underneath was visible the face of the deceased as they saw it, 14 months ago. They then carefully removed the earth on the sides, and found that the body was intact. Even the vestment worn by the deceased was not soiled in spite of its long contact with the earth. Further examinations disclosed the fact, that while the three sides of the coffin, which had no contact with the body, had been reduced to powder, the lower plank of the coffin which was in close touch with the body was entirely

afresh. Body Removed.

According to responsible ecclesiastics, the Health Officer of the station who happened to be present tested the bones and found them soft, as would be the case if a person were alive. There was absolutely no decomposition in the skin or frame of the deceased, nor was there any


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SHIPS AND SEAMEN
**Improvement in the
Outlook.**

With the advent of the new Government the shipping outlook has improved. The following remarks appear in an article published in October's issue of Shipping, the well-known Liverpool journal, written by the London Correspondent of the Singapore Free Press.

"The shipping industry has much to gain under a tariff policy, because exports are down very heavily, and imports of manufactured articles are growing. In place of certain manufactured articles the shipping industry would carry large supplies of materials and commodities, due to the increased purchasing power at home, and to the security of the domestic market. Manufacturers having an assured home market, providing them with a sufficient output to cover overhead charges, will be enabled to spread total costs over a wider field, and so reduce the export selling price. We should have a large volume of exports, and a very much greater volume of homeward cargoes." The journal adds: "We are aware that in some quarters, protection, in any form, is commercial heresy, but the complete answer in the decline of our export trade, growth of imports, and the staggering volume of unemployment."

Even the most cautious owners and brokers, who during the recent years of deep depression have had hopes disappointed, would probably admit that there has lately been a distinct broadening of the demand for tonnage in the homeward trades, which alone can offer any prospect of real improvement. Its value lies especially in the spreading of shipping throughout the world, in place of its concentration in one or two routes. With the close of navigation on the St. Lawrence in sight, Montreal has been taking a little grain tonnage, while the Pacific Coast of North America has become rather more prominent in the market, both as regards the trade to Europe, for which rates have advanced by 2s. to 2d. a ton and were firm at the close, and in connection with shipments of wheat and flour to Shanghai. There is business to be had in this trade if owners consider the rates that are offered adequate, which is not the general view. Australia has been in the market and has taken several steamers to load the new wheat crop early next year. Here a development has been the acceptance of a lower rate to load wheat in Western Australia in bulk instead of in bags, which is in accordance with the example set by Sydney, N.S.W.

Sequel to a Cyclone.

It is worth mentioning that recently at Southampton County Court a seaman claimed £2 15s. 6d., the value of clothing and effects alleged to have been lost by him during a cyclone in the North Pacific Ocean on the October 14, 1930. The man alleged that the cleats to the lazarette hatch adjoining the seaman's quarters were defective, in consequence of which the tarpaulin and hatch covers could not be properly secured, and that when the vessel pooped a heavy sea in the cyclone, the hatch was carried away, the men's quarters flooded and their effects destroyed. This shipowner had made an ex gratia payment to members of the crew who lost their effect, and claimed the full value of the effects lost by him. The Judge said that the vessel was seaworthy at the commencement of the voyage and remained so during the voyage and that the damage was caused by the exceptionally severe weather and not by the unseaworthiness of the ship or negligence on the part of the owner or ship's officers. The defendants therefore succeeded.

Pilots' Earnings.

The annual Pilotage Return for the United Kingdom (1930) has just been issued. It is very interesting. For instance it shows that there are 325 licensed pilots attached to the Port of London and that the average earnings of pilots were gross £1,327 (Chartered Pilots) £1,444 (Cinque Ports Pilots), £951 (Compulsory River Thames Pilots), and £1,072 (North Channel Pilots). At Liverpool there are 187 pilots and their gross average earnings

Shipping ~ Intelligence.

9

range from £394 to £692, extra services bringing in between £66 and £100 extra.

To Help Unemployed.

The Imperial Merchant Service Guild of Liverpool have started a "Stress Fund" to help members who are out of employment. It records "the dreadful conditions prevailing to-day." I know a mate of long standing who is acting as caretaker of a vessel and he is lucky to get even a £1 a week.

Maritime M.P.'s

The General Election has brought into Parliament Capt. H. J. Moss who secured a victory in the Rutherglen division of Lanark. He has a big experience of sailing and steam ships, mostly in connection with Glasgow. Other maritime Members elected are the Rt. Hon. Walter Runciman, M.P., who was chairman of the Board of Trade Examinations Committee; Sir Charles Barrie, K.B.E., shipowner, Dundee; Sir Charles Cayzer, Bart., and Major Sir Herbert R. Cayzer, Bart., of the Clan Line; Major G. A. Renwick, shipowner, Manchester; Colonel L. Repner, shipowner, West Hartlepool; Mr. S. Samuel, Shell Transport Company, and Mr. F. Franklin, shipowner, Liverpool.

Seamen's Pension Fund.

The King has approved the grant of a Royal Charter of Incorporation to the governing body of the Royal Seamen's Pension Fund. Since the fund was established in 1921, pensions have been granted to over 10,000 masters, officers and men of the British Merchant Navy and Fishing Fleets. At the present time there are 7,414 pensioners on the registers of the fund.

Master Mariners' Banquet.

Liverpool was on November 4 the scene of the annual banquet of the Honourable Company of Master Mariners, at which the Prince of Wales, as Master of the Company, presided.

The dinner was held at Liverpool at the Prince's express wish, the Company having been in existence for 10 years ago.

A distinctive feature of the banquet was that it was all British.

A hundred British-born waiters had been engaged and

everything on the menu was a product of the Empire.

In his speech the Prince of Wales eulogized pension systems for the Merchant Marine and suggested as a very important point for shipping companies' consideration the need of special care in the choice of men for the command of their ships destined to carry large complements of officers and men.

In conclusion His Royal Highness said that he knew how good British merchant ships were in the passenger trade,

but in details there were

matters where change and improvements could be made, and he begged the shipping companies not

to despise these matters merely

because they were details—even

such matters as the hours of opening of a bar to suit foreign travellers.

Not to study such matters was to let the industry down.

On the day before the Prince spent a day on the water at Merseside. He

inspected from the tender Vigilant

the sixteen miles of Jersey docks

and the Birkenhead shipyards.

He received the syren salute of all

manner of shipping—giant liners,

cargo vessels, ferry steamers crowded

with cheering passengers and

fussy little tugs. At the Home for Aged Mariners in Wallasey the Prince was received by a guard of honour of seafarers whose ages averaged seventy-two years. The Vigilant had a rough passage as she crossed to Wallasey against a fifty-

miles-an-hour gale, but the Prince,

standing on the bridge, holding on

to his bowler hat, seemed to enjoy

the tossing.

Cunard and White Star.

Negotiations for fusion between the Cunard and White Star Lines have broken down, at all events for the present, but other financial proposals for the acquisition of the White Star Line have been put forward from a different source. The White Star Line popularises the comfortable type of Atlantic liner, rather slower than the express boats and not so large, but generally popular with tourists who do not want speed or fancy outifts. As a matter of fact, the vessels owned by the line usually pay their way.

Unemployment at the ports is still, I gather, very bad, but there is an increased amount of work for dockers owing to the heavy dumping of imported goods, intended to anticipate the operation of any

tariff the National Government may impose. Later on our export trade will improve so the outlook for employment is not without hope.

Shipping.
PASSENGER LISTS.
DEPARTURES.

Per m.s. Asama Maru for San Francisco and Los Angeles via Shanghai and Japan, December 9.—

Mr. J. C. V. Ribeiro, Mr. Y. Ohki, Mr. S. Takamatsu, Mr. Harry E. Etzel, Miss S. Sakurai, Mr. Y. Matsubara, Mrs. C. Komatsubara, Mr. K. Kodaka, Mrs. A. Levington, Mr. and Mrs. L. L. Levy and sons, Hon. Dr. Frederick Waller, Judge L. N. French, Mrs. T. A. Barry, Mr. J. J. Adgate, Miss C. De Vitti.

Per s.s. President Coolidge for New York and San Francisco via ports, December 8.—

Mr. and Mrs. G. P. O'Vary, Mrs. C. G. Sherwood, Mr. B. Fox, Mr. D. G. Cooke, Miss R. Gensburger, Mr. S. King, Mr. and Mrs. H. Effersee, Miss J. Anderson, Mr. O. O. Anderson, Mr. V. Kapustin, Mr. C. S. Shen, Mr. Kenneth Clark, Mr. E. H. Altich, Mr. Luigi del Giudice, Mrs. C. P. Jones, Mr. and Mrs. D. M. Biggar, Mr. and Mrs. R. L. Wallace, Mr. W. D. Dymont, Mr. A. V. White, Mrs. Victor Gensburger, Mr. H. Glover, Miss J. Anderson, Miss M. Anderson, Mr. and Mrs. R. L. Aitton, Mr. R. R. Roxburgh, Mrs. A. L. Sullivan, Dr. C. G. Wu, Dr. P. S. Foo, Mr. Wallace, Harper, Mr. Julio Ayon, Mrs. M. Borg, Miss H. Berg, Mrs. N. R. Cooke.

Per s.s. President Coolidge for New York and San Francisco via ports, December 8.—

Mr. and Mrs. G. P. O'Vary, Mrs.

C. G. Sherwood, Mr. B. Fox, Mr.

D. G. Cooke, Miss R. Gensburger,

Mr. S. King, Mr. and Mrs. H.

Effersee, Miss J. Anderson, Mr.

O. O. Anderson, Mr. V. Kapustin,

Mr. C. S. Shen, Mr. Kenneth

Clark, Mr. E. H. Altich, Mr. Luigi

del Giudice, Mrs. C. P. Jones, Mr.

and Mrs. D. M. Biggar, Mr. and

Mrs. R. L. Wallace, Mr. W. D.

Dymont, Mr. A. V. White, Mrs.

Victor Gensburger, Mr. H. Glover,

Miss J. Anderson, Miss M. Anderson,

Mr. and Mrs. R. L. Aitton, Mr.

R. R. Roxburgh, Mrs. A. L.

Sullivan, Dr. C. G. Wu, Dr. P. S.

Foo, Mr. Wallace, Harper, Mr.

Julio Ayon, Mrs. M. Borg, Miss H.

Berg, Mrs. N. R. Cooke.

ARRIVALS OF SHIPS.

Wednesday, December 9.

Amathus, British str., 3,460 tons, Captain H. J. Satterley, from Manila, Kowloon Wharf, A.P.C.

Canton, French str., 976 tons, Capt. F. Morvan, from Haiphong, buoy No. B18.—M. M. & Co.

Chungking, British str., 1,310 tons, Captain F. Lovegrove, from Shanghai, buoy No. B15.—B. & S.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmson, from Singapore, buoy No. A6.—J.C.J.L.

Haiyang, British str., 1,363 tons, Captain Erwin, from Swatow, Douglas Wharf.—Douglas & Co.

Halldor, Norwegian str., 840 tons, Capt. W. Hannevig, from Swatow, buoy No. B9.—Thorsten & Co.

Hozan Maru, Japanese str., 1,388 tons, Captain H. Oyama, from Swatow, O.S.K. Wharf.—O.S.K.

Hydrogen, British str., 561 tons, Capt. P. W. Grilerson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Ixion, British str., 6,530 tons, Capt. Stewart, from Shanghai, buoy No. A5.—B. & S.

Nankwa Maru, Japanese str., 2,550 tons, Capt. S. Iwaki, from Port Redon, Kowloon Bay.—Y. Sato & Co.

Norviken, Norwegian str., 1,779 tons, Capt. F. E. Ulstad, from Semarang, buoy No. B13.—Botelho Bros.

Sinabang, Dutch str., 1,010 tons, Capt. B. Zuidame, from Samalinda, Yaumati Anchorage.—J.C.J.L.

Sphinx, French str., 6,724 tons, Captain Saccone, from Saigon, Kowloon Wharf.—M. M. & Co.

Tjibesar, Dutch str., 6,730 tons, Capt. J. V. Rees, from Shanghai, buoy No. A7.—J.C.J.L.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of

Russia arrived at Shanghai on

December 9 (Wed.) at 11 a.m., left

Shanghai on December 10 (Thurs.)

at 9 a.m., and is due to Hong

Kong on December 12 (Sat.) at

7 p.m.

The B.L. S. Sirdhana left Kobe

for this port on December 8, a.m.

and is due here on December 13

at about noon.

The C.P.S. R.M.S. Empress of

Canada left Shanghai on Decem-

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
TCORFU	15,000	19th Dec. Noon	Marseilles & London.
TSOMALI	6,800	25th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
		1932.	
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London. M'selles, L'don, Ed'm & A'werp.
KARMALA	9,000	10th Jan.	Bombay, M'selles & London.
CHITRAL	15,000	30th Jan.	Bombay, M'selles & London. M'selles, L'don, Ed'm & A'werp.
KASHMIR	9,000	13th Feb.	Bombay, M'selles & London.
NALDERA	16,000	27th Feb.	Bombay, M'selles & London. M'selles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
TSOU'DAN	6,800	5th Mar.	M'selles & London.
CARTHAGE	15,000	12th Mar.	M'selles & London.
RAJPUTANA	17,000	20th Mar.	M'selles & London.
TCORFU	15,000	9th Apr.	M'selles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, M'selles & London.
RANPURA	17,000	7th May	Bombay, M'selles & London.
CHITRAL	15,000	21st May	Bombay, M'selles & London.
RANCHI	17,000	4th June	Bombay, M'selles & London.
NALDERA	16,000	18th June	Bombay, M'selles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, M'selles & London.
RAJPUTANA	17,000	10th July	Bombay, M'selles & London.
MANTUA	11,000	30th July	Bombay, M'selles & London.
RAWALPINDI	17,000	13th Aug.	Bombay, M'selles & London.
RANPURA	17,000	27th Aug.	Bombay, M'selles & London.
MALWA	11,000	10th Sept.	Bombay, M'selles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SIRDHANA	8,000	1931	Dec.
		3 p.m.	
TILAWA	10,000	24th Dec.	Singapore, Penang & Calcutta.
SANTHIA	8,000	10th Jan.	
TALMA	10,000	22nd Jan.	

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2nd Jan.	Manila, Rabaul, Brisbane, Sydney
NELLORE	7,000	30th Jan.	& Melbourne.
TANDA	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SANTHIA	8,000	18th Dec.	Amoy, S'hai, Moji, Kobe & Osaka.
KARMALA	9,000	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	3rd Jan.	Amoy, Moji, Kobe & Osaka.
NELLORE	7,000	4th Jan.	S'hai, Moji, Kobe, Osaka & Y'hama.
KALYAN	9,000	9th Jan.	Shanghai, Kobe & Yokohama.
TAKARI	7,000	15th Jan.	Amoy, Moji, Kobe & Osaka.
KASHMIR	9,000	15th Jan.	Shanghai, Moji, Kobe & Yokohama.
TSOU'DAN	6,800	29th Jan.	Shanghai, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	15,000	12th Feb.	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	20th Feb.	Shanghai, Kobe & Yokohama.
TCORFU	15,000	11th Mar.	Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	24th Mar.	Shanghai, Kobe & Yokohama.
*SONALI	6,800	5th Apr.	Shanghai, Kobe & Yokohama.
RANPURA	17,000	7th Apr.	Shanghai, Kobe & Yokohama.
CHITRAL	15,000	21st Apr.	Shanghai, Kobe & Yokohama.
RANCHI	17,000	6th May	Shanghai, Kobe & Yokohama.
NALDERA	10,000	10th May	Shanghai, Moji, Kobe & Yokohama.
KAISAR-I-HIND	18,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	10th June	Shanghai, Kobe & Yokohama.
*TSOU'DAN	6,800	28th June	Shanghai, Kobe & Yokohama.

*Cargo only. †Calls Nagoya.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punk Louvre System.
Steamers on London and Australian Lines are fitted with Laundry.
Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

LAMPERT AND HOLT AFFAIRS.

Receiver's Speech To Stockholders.

Sir William McLintock, who spoke as receiver and manager at the meeting of Debenture stockholders of Lampert and Holt held in mail week was able to give some details of the economies which have been put into force since he was appointed to that position. The annual amount of the economies to date was £126,986, made up as follows:—Office staffs—Salaries and benefits, £44,420; dock staffs—salaries, £14,650; seafaring staffs, £28,485; reductions in office rentals, £4,667; reductions in other items of standing charges, £26,094; and modifications in organization, £7,780. In addition, other general economies had been effected, the amount of which was difficult to estimate. He stated, that these substantial economies had been made without in any way reducing the standard of maintenance of the fleet or the efficiency of the company's services. The effect of the savings and the close watch kept on voyage results, Sir William said, was reflected in trading for the period from January 1 to October 27. Voyage profits and other trading receipts, after charging all working and management expenses, for that period amounted to £4,533, while the investment income received, less interest and discount charges paid, was £63,650, making a total credit of £68,183. Deducting the cost of 17 ships laid up amounting to £37,600, a surplus of £30,583 remained. These figures related to Lampert and Holt and the Liverpool Brazil Company combined, and were, he pointed out, before making provision for depreciation and Debenture interest. It may be recalled that in the eight months before Sir William's appointment as receiver and manager a trading loss of £379,404 was incurred. Sir William said that it be conserved and the services of the company continued until a favourable opportunity rose to realize the shipping assets as a going concern.

a period of 10 years, and becomes effective at once.

The telegram states that the two railway companies have agreed to work together to promote rail and steamship business originating across the Atlantic or going through or from Canada to European ports. The steamship company will have the advantage of securing business originating on Canadian National lines, and the agreement also provides for a compensating advantage to the Canadian National in the rail haul of freight, passenger, and express business to and from the ships of the Canadian Pacific. In order to serve the Canadian National, all Canadian Pacific passenger ships sailing to and from St. John, New Brunswick, will call at Halifax, Nova Scotia, both on their westbound and eastbound voyages, while Canadian Pacific freight ships sailing from St. John on eastbound voyages will also put into Halifax. St. John will continue to be the Canadian Pacific winter terminal port handling through traffic as in the past.

As a part of the agreement with the Canadian Pacific steam ships, the representatives of the Canadian National became agents for the sale of passenger tickets and the booking of freight through its ticket offices, agencies, and representatives throughout Canada, the United States, the British Isles, and wherever else it does business. The two railway companies will as in the past, continue to handle traffic to and from all other Atlantic steamship lines.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 0oh, is midnight, 12hr. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

December 5 to 11, 1931.

DATE	HIGH WATER		LOW WATER		
	Dec.	Standard Time	Ht.	Stand. rd.	Ht.
Sat.	5	06 10 1.0	11 40	2.7	
Sun.	6	06 50 2.4	00 32	3.3	
Mon.	7	08 18 5.1	01 34	2.4	
Tues.	8	09 10 5.1	02 26	1.8	
Wed.	9	10 14 0.5	03 15	1.1	
Thurs.	10	20 43 4	11 14	3.7	
Fri.	11	11 05 4.7	04 04	0.7	
	12	21 24 8.0	14 3	3.9	
	13	04 18 4.8	05 10	0.7	

TRANSATLANTIC TRAFFIC.

The Canadian Companies' Agreement.

Details of the agreement for cooperation between the Canadian Pacific and the Canadian National Railways are given in a telegram received in London from the headquarters of the Canadian Pacific at Montreal. The agreement covers

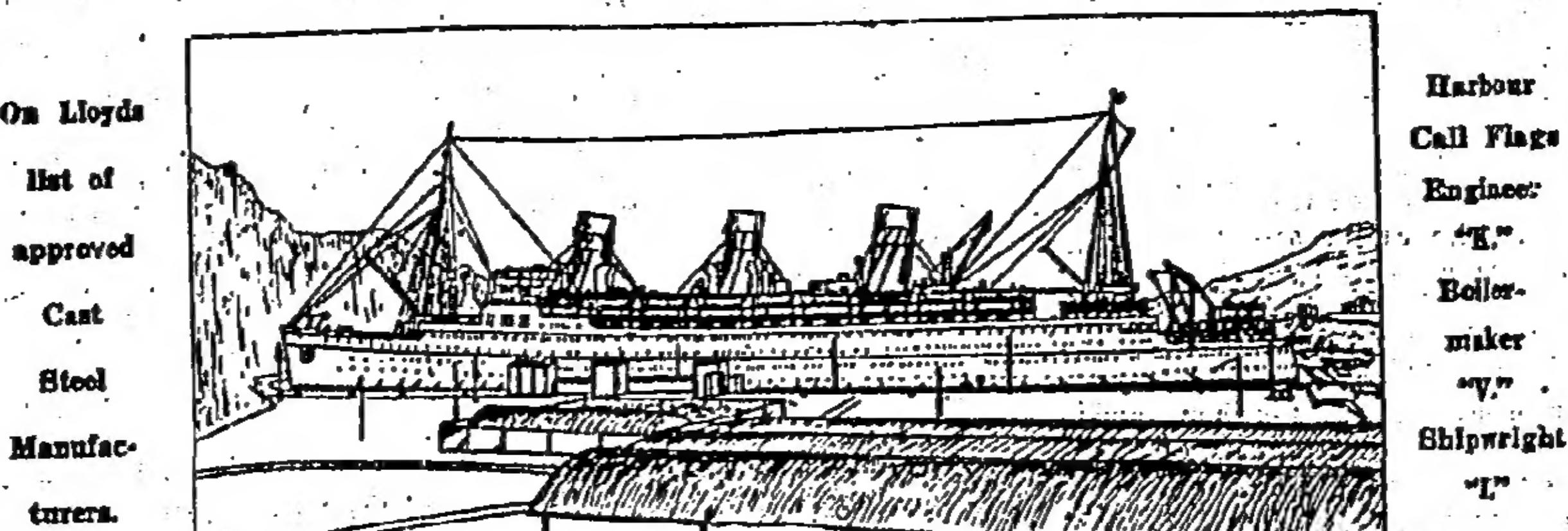
THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long. Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459. Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009. Estimates furnished on application.

Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD., HEAD OFFICE AND WORKS:

Telephones: HONG KONG OFFICE 28020. KOWLOON DOCK 88053.
DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPEROR OF JAPAN."

In No. 1 Dock. Dimensions: 66'0" O.A. x 83'6" x 48'6" Mid: 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways. The largest dock is 100'0" x 88'0" x 30'6" over sill, H.W. O.S.T. Call Signal T.H.Q.R. Sheer

THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.

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7. CHATER ROAD
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TEL. 21450.

ARCADE
PENINSULA HOTEL,
KOWLOON.
TEL. 58881.

CENTRAL
SEE THEATRE HERE

SHOWING TO-DAY
at 2.30, 5.10, 7.15 & 9.20 p.m.

THE GREATEST OUTDOOR TALKING
MELODRAMAS OF DAREDEVIL ADVENTURE
AND FLAMING LOVE EVER SEEN!
FANTASY! ADVENTURE!
ACTION! — ROMANCE!

Dive to the depths of
secret seas with the
Sea God and his mate!

**THE
SEA
GOD**

WITH
RICHARD ARLEN
FAY WRAY, EUGENE PALLETT

A Paramount Picture

Sights and sounds of
the hidden deep thrill
you! Adventure,
romance in tropic can-
nibal lands!

HE RISKS EVERYTHING he has
for a fortune and a thrill—ne
what he risks for love!

Added Attractions!
Paramount Short Features.
100% Service
Bimbo's Innitiation.

NEXT CHANGE

**MADONNA
GODDESS
TEMPTRESS**

She posed for
a hundred
masterpieces
of art.
But no paint-
er's brush, no
sculptor's clay
ever captured
the love trag-
edy of her
heart!

**Constance
BENNETT
The COMMON
LAW**

with
JOEL McCREA

A Charles R. Rogers Production
Don't miss
CONSTANCE BENNETT
In her finest role since
"COMMON CLAY"!

COMING SHORTLY!
HELEN TWELVETREES
in

"HER MAN"
Watch out for the Date.
A RKO Pathé Picture.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, DECEMBER 10, 1931.

VOICES FROM THE PAST.

Nation's Store of Records.

[By Campbell Dixon]

Melba, Patti and Caruso, Tennyson and Kelvin, Asquith and Balfour—they are all dead now, the accents that charmed their generation are silent.

But in a quiet room at the British Museum their voices are still recorded in metal; and in a studio in Middlesex I was allowed to conjure them up in illustrious procession, with a score of others—Lord Roberts warning the nation of its peril in 1913, the great Tamagno in decline, Dan Leno in the hunting song that convulsed 1900 and now can only be described as dreary.

It was an odd experience and a little saddening: uncomfortably like listening to ghosts.

The British Museum's oldest matrix—the metal negative from which ordinary positive records are printed—is one made by the late Lord Tennyson. The circular metal matrix lies in a box beneath a desk; but as no positive was available I had no chance to test its dubious audibility. Nor was I able to hear Tolstoy reading from one of his books—a record made in 1905 when he was 77.

Gladstone died too early for inclusion; and one missed the names of Kitchener, Swinburne, Meredith, Irving and Tree.

The living are better represented. There are speeches by the King and Queen, the Prince of Wales (on sportsmanship), Mr. Baldwin, Mr. Ramsay MacDonald (on unemployment), Mr. Bernard Shaw (on "Spoken and Broken English"), and records of many of the leading singers and writers of the last quarter of a century.

Most of the records have been presented to the Museum on the condition that no use shall be made of them for fifty years. It will be possible then, and in later ages, to print all the copies desired. Posterity (allowing for mechanical imperfections) will be able to estimate the artistry of Melba, the golden torrent of Caruso, the eloquence of Balfour and Asquith.

Above all, provided they are not misled by the accent of Mr. Shaw, generations to come will be able to learn just how the people of the early twentieth century spoke English. Phonetically and historically the collection will be beyond price.

How much would we give to day to know how eloquent Demosthenes and Cicero really were, how Pitt compared with Fox, and Burke with Macaulay? And how much more would we give to know not merely what they said, but how they said it? Did pater rhyme with ceter? Was Julius really called Kaiser? Should we use the Italian "i" and "e" and "a," and pronounce Publius in the modern (or North Country) manner? We shall probably never know.

Nor—and it is more important—can we know exactly how our ancestors spoke English. We who speak the tongue that Shakespeare used probably speak quite a different tongue altogether; and, as for the pronunciation of Chaucer, it is a

SHARE MARKET.

Enquiries for Stocks.

STEADY TO FIRM.

The official summary issued by the Stock Exchange to-day states: The market opened steady to firm this morning, with enquiries for a number of stocks in the list.

Sales.
Banks, \$1,630.
Hotels (old), \$15.15.
Lane, Crawfords (new), \$6.10.
Trams, \$21.30.
Telephones (part paid), \$26/20.

Buyers.
Unions, \$450.
Shanghai Explorations, \$2.40.
Providents (new), \$2.35.
Humphreys (old), \$18.
Chinese Estates, \$95.
Trams, \$21.20.
Star Ferries, \$95 1/2.
H. K. Electrics, \$78.
Cements (combined), \$19.10.
Entertainments (old), \$17 1/4.
Entertainments (new), \$16.
China Underwriters, \$4.90.
Wharves, \$152.
H. K. Lands, \$80.
H. K. Realties, \$12.05.
Ewos, Tls. 16.
Peak Trams (old), \$15.
China Lights, \$28.
Canton Ices, \$6.
Lane, Crawfords (old), \$6 1/2.
Hotels (old), \$15.10.
Hotels (new), \$14.70.

Sellers.
Union Waterborts, \$27.
Hotels (old), \$16 1/4.
China Lights, \$28.30.
Raubs, \$43.
Venezuelan Goldfields, \$2.
S. C. Enterprises, \$10.
Shanghai Stocks.

Carroll Brothers have received cabled quotations of the following Shanghai stocks:

(Continued on Next Column.)

matter for intelligent guesswork.

While the Museum collection exists, no such obscurity can ever veil the standard accent of to-day. But where is the record of the local dialects that are fast disappearing?

Correspondents of The Daily Telegraph have been lamenting the passing of county dialects which will soon be only legendary. It seems a pity that growth so very English should be allowed to pass away and leave no aural trace.

It is, perhaps, even worse that we should have made no adequate attempt to capture for posterity the hundreds of Indian, African, and other native tongues which will soon be for ever silent.

And what of the films? A thousand years hence professors will be writing monographs on "Intolerance" and "Ben Hur" and Chaplin. But the only sound film in the Museum is that epic of the Burmese jungle, "Chang." Unless steps are taken soon, posterity will not even have the opportunity of studying an exhibit labelled "How He Lied to Her Husband," by G. B. Shaw (example of Primitive Humour; early twentieth century).

U.S. TAX ON THE BACHELOR.

President Hoover's Scheme.

TO RAISE REVENUE.

Washington, Yesterday. Fears that unless taxation is increased the United States will have amassed a deficit of \$4,742,000,000 in three years were expressed by President Hoover in his annual budget statement to Congress in which he estimates a deficit of \$1,417,000,000 next year. He proposes to increase income tax, which is to be limited to 2 years from July, 1932, to two per cent. on the net incomes of unmarried people up to \$4,000; four per cent. on the next \$4,000, and six per cent. over \$8,000 with surtaxes ranging from one per cent. on incomes of \$10,000 to forty per cent. on incomes of \$500,000.—Reuter.

£4,000 BRACELET GIFT.

But It Didn't Mean A Proposal.

"If you married all the persons to whom you give presents you would be pretty busy," was the answer of Mr. William B. Leeds, the millionaire and former husband of Princess Xenia of Greece, when he was asked whether he intended to marry Miss Raquel Torres, the famous Mexican film vamp.

Mr. Leeds did not deny that he had recently slipped a bracelet worth \$4,000 on the wrist of the actress.

But he definitely denied that he had any matrimonial intentions towards her.

INDIA DEBATE IN LORDS.

Rugby, Yesterday.

The debate in the House of Lords on Government's Indian policy was continued to-day.

Lord Brentford held that Government's scheme was ill-digested.

Lord Reading emphasised that the scheme had the approval of the Cabinet and an overwhelming majority of the House of Commons.

Lord Salisbury questioned if the proposals were practicable.

The debate stands adjourned until to-morrow.—British Wireless Service.

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AT THE STAR TO-DAY TO SATURDAY
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